

duisportmagazin

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Stable growth for duisport

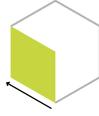
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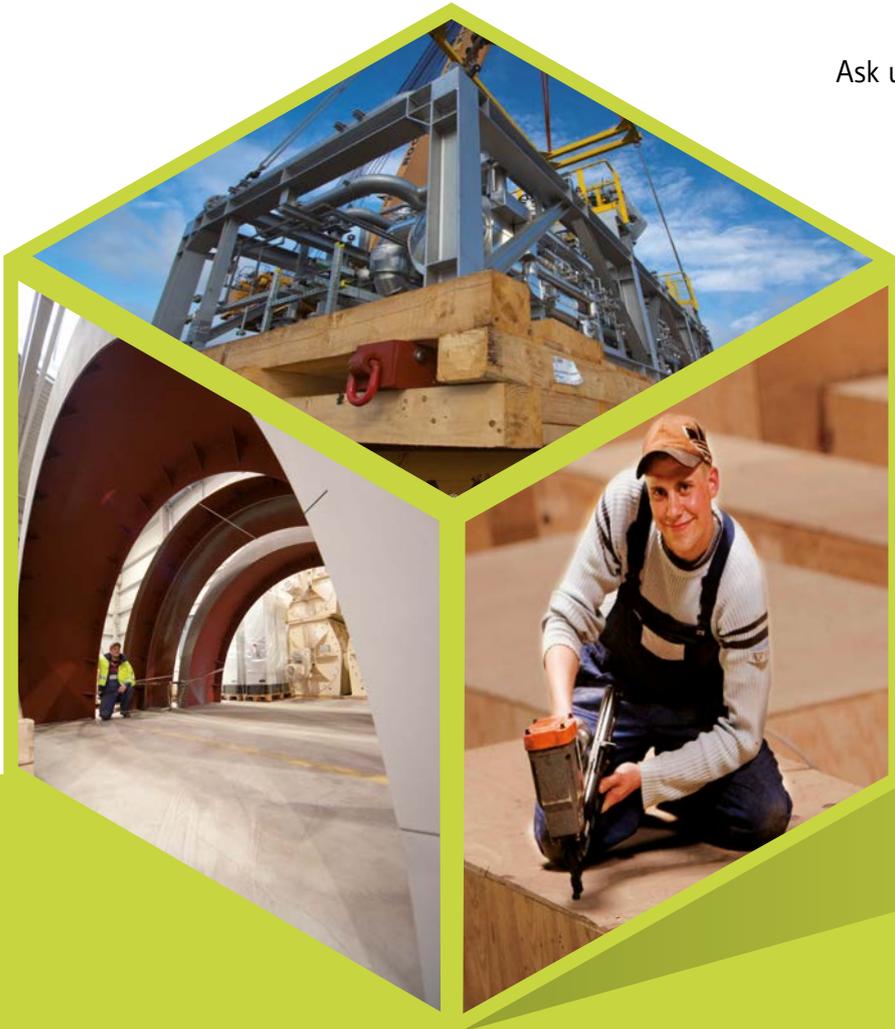
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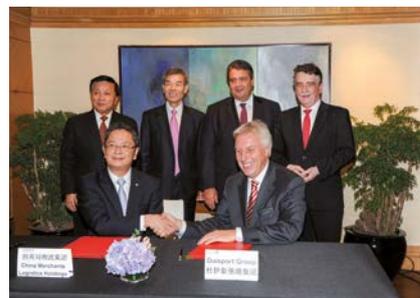
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4 Positive growth trend in 2015

„After a bumpy start in the first quarter, the second quarter was already an improvement and the third quarter was good. I am optimistic that we will be successful in achieving an improved economic performance compared to the previous year again in 2016. Container handling will also just enter the plus range, while market conditions will lead to a slight minus in bulk cargo handling and especially coal and steel,“ explains Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

7 Hub of energy market transformation

Together for the energy market transformation – that’s the slogan for a future-oriented partnership entered into by innogy SE and the duisport Group. As leading companies in the energy industry and logistics, innogy and duisport want to develop a “hub for the energy market transformation” in the port of Duisburg, and test out new methods of saving energy and using renewables in logistics and industry.

10 Building the New Silk Road together

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Content

THE PORT

- 4 Stable growth for duisport in 2016
- 7 Hub of the energy market transformation
- 10 Building the New Silk Road together

NETWORK

- 12 Watertruck: Breaking new ground in inland waterway transport
- 14 Digitalization in rail transport
- 16 Port of the future
- 18 Greiwing expands services for inter-modal transportation in Duisburg

IN FOCUS

- 21 With DHL to China and back
- 24 Semitrailers are now stackable
- 26 NGK – International automotive supplier in the port
- 28 Revolutionary for inland waterway transport

PORTRAIT

- 32 Rhenus Port Logistics Duisburg

CUL-TOUR

- 36 300 Years of the Port of Duisburg
- 39 Shop windows facing the Rhine

SERVICE

- 40 duisport Shipping List and Rail Schedule
- 46 duisport – The Port
- 47 Port Map

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Stable growth for duisport in its 2016 anniversary year

In the area of development and marketing of logistics sites duisport was able to register a record-breaking year. Almost a 1.000 jobs will be created thanks to duisport's new mayor projects.

(dü) „After a bumpy start in the first quarter, the second quarter was already an improvement and the third quarter was good. I am optimistic that we will be successful in achieving an improved economic performance compared to the previous year again in 2016. Container handling will also just enter the plus range, while market conditions will lead to a slight minus in bulk cargo handling and especially coal and steel,“ explains Erich Staake, Chief Executive Officer of Duisburger Hafen AG.

„We still lack the drivers of global economic growth. This finds expression in languished, falling container handling figures in most of the northern ports. The economic development in China declined for the second year in a row, which is to be corrected with an investment program launched by the

Chinese government“, says Staake. But there has also been a downturn in trade with Russia and South America.

The growth market of China

The participation of North-Rhine Westphalia's Minister of Transport Michael Groschek and Erich Staake in Sigmar Gabriel's multi-day trip to China yielded some encouraging results. „We were able to agree on a strategic and project-based cooperation with the Logistics Division of China Merchants Group in Hong Kong, which operates 31 ports in 18 countries and 1,148 logistics centers in important metropolitan regions. In the economic hub of Chengdu, we signed cooperation agreements with Chengdu International Railway Port Investment Co. Ltd (CDIRPI), a wholly-owned subsidiary of Chengdu Industry Investment Co. Ltd. (CDII), which is planning a

considerable boost in cargo transport from China to Europe directly via Duisburg,“ Staake is confident that the cooperation agreements made now in China will also lead to significant increases in the handling figures at the Port: „We want to develop duisport into the leading European transportation hub for Chinese transport.“

For Staake this positive development is the result of years of development work in the establishment of a direct link between the Chinese and European markets by rail via Duisburg: „Already today, about 20 trains a week run between the Port of Duisburg and various destinations in China. The Chinese are surveying the world anew, building new industrial centers in less developed provinces in Central China and the west of the country while cleverly exploiting investment



Erich Staake takes stock of the business year 2016.

interests of foreign partners, such as Volkswagen. New trading routes operating under the Chinese „one belt, one road“ Silk Road initiative are resulting in an improved connection to the markets in the Near East and Western Europe. An important element in the implementation of these strategic objectives, according to Staake, is the intensive use of developmental policy instruments, such as the construction of road and railway connections and of ports and inland terminals in the countries and regions along the Silk Road. „It is exactly the realization of such projects that the cooperation agreements now signed between the Chinese partners and Duisburger Hafen AG are targeting!“

The trend is still going towards increasingly large container chips, overcapacities among container operators, as well as decreasing containerized cargo at seaports and in the hinterland, leading to an extremely high competitive and pricing pressure. „The decreasing costs of entire logistics chains are advantageous for the shipping industry, helping it position itself in increasingly tight export markets. However, the participants of the supply chain are suffering under the falling rates,“ Staake points out. For that reason, it

is all the more important that ports not generate their economic results exclusively from the user fees for the port infrastructure, but rather work out their own services for settling new companies and thus related qualified logistics services with a view to the complete transport chain.

Settlement projects create growth

„With a handling capacity of 5 million TEU at nine terminals, Duisport is well positioned for the future development of intermodal transport. By the way, all

of these terminals in Duisburg are in the black. As already in previous years, our growth and solid economic performance is based above all on the handling volume generated on site from the settlement of new companies and from the development of new Continental European rail transport relations, for example to Turkey, Scandinavia, or China. Both market segments are showing signs of expansion for the future, as well,“ as Erich Staake justifies his expected annual results.

With five major resettlements, it was not only possible in 2016 to close the last property gaps at logport I, but also to fill the logport IV projects in Kamp-Lintfort with interesting investors. „Since the start of logport I, we have located over 100 companies in Duisburg. With logport V in Oberhausen, logport VI Duisburg-Walsum and logport VII in Marl, we now have a total of 200 ha available for resettlements. The interest among investors is unabated, Staake continues, for word has since spread about the combination of large areas with good transport connections and a wide range of logistics services that the Duisport locations have to offer. „Our settlement and logistics concepts have become



In 2016 two major resettlements could be gained for logport IV.



The Highlight in 2016: The 300. Port's anniversary.

the backbone of our seaport transport services and has clearly profited from the development of Duisburg as a rail hub," Staake is convinced.

The highlight: The Port's anniversary

The absolute highlight of the year 2016 was the 300-year anniversary of the Port of Duisburg. Former German Chancellor Gerhard Schröder came for the unveiling of the sculpture ‚Echo of Poseidon‘ by the artist Markus Lüpertz, which will welcome ships arriving from all over the world as they enter the world's largest inland port. Schröder expressed his appreciation for the gift of Duisburg Hafen AG on the occasion of the Port's anniversary: „The unveiling of the ‚Echo of Poseidon‘ is the most wonderful event of the 300th anniversary celebration of the Port of Duisburg.“ „Not only were Federal Minister of Transport Alexander Dobrindt and North Rhine-Westphalia's Premier Hannelore Kraft there for the ceremony on September 16 as top representatives of German politics, but leading industrial, logistics, and trade representatives from Germany, Europe, and China were also there to offer their congratulations. I was especially gratified by the gift by my friend Klaus Michel Kühne, who paid tribute to the Port's anniversary with a graphic on the subject „From transshipment point to gate of international trade,“ as Staake enthusiastically relates. Staake is especially proud of his employees, which played a part in contributing to the success of the 300-year anniversary:

„I would like to take this opportunity to extend my thanks once again to our event team, who perfectly realized a lot of good ideas, like the colored illumination of duisport headquarters!“

the benchmark for the entire sector and have convinced renowned companies such as Kühne + Nagel, the South African furniture manufacturer Steinhoff, the pet food chain Fressnapf, but also medium-sized companies, such as the chemical service provider Greiwing. The word ‚logport‘ has become a guarantee of supreme quality. I'm sure that the rapid development over the past nearly two decades will continue in the future,“ Staake believes.

A railway vision became reality

The development of railway transports has played an important role in the growth of logistics services at the Duisburg location. In 2000 a total of 130,000 boxes were transported by rail and 220,000 boxes by inland waterway vessel from and to the Duisburg intermodal terminals usually at the seaports, and in 2005 the ratio remained more or less constant with 350,000 TEU by rail and 362,000 TEU by inland waterway vessel. In 2013,

1,092,000 TEU were transported by rail and 455,000 TEU by inland waterway, meaning that the amount of containers transported by rail was already more than double.

Staake: „The development of rail transport mirrors the results of our settlement policy, as the companies located on our premises today can select from 400 trains to 80 destinations in Europe and Asia every week. To achieve this, we have invested heavily in our railway infrastructure and have built over 100 km of our own railway tracks in the port area. The year 2001 saw the opening of DIT, the first high-capacity intermodal terminal at logport 1 to initiate this development. I still clearly remember discussions back in 2003 and 2004 about whether the expansion of the railway infrastructure might harm inland waterway transport. The exact opposite is the case, as inland waterway transport has continued to grow as



Hub of the energy market transformation

Strategic partnership between innogy and Port of Duisburg

Peter Terium (CEO Innogy SE) and Erich Staake (CEO Duisburger Hafen AG).

Together for the energy market transformation – that’s the slogan for a future-oriented partnership entered into by innogy SE and the duisport Group. As leading companies in the energy industry and logistics, innogy and duisport want to develop a “hub for the energy market transformation” in the port of Duisburg, and test out new methods of saving energy and using renewables in logistics and industry. The CEOs of both companies, Peter Terium for innogy and Erich Staake for duisport, have signed an agreement to this end.

The goal is to develop an integrated energy and logistics strategy for the port of Duisburg: both companies are looking at an innovative and decentralised energy supply system on-site, the use of ultra-modern solar

solutions and new electric-powered transport systems. innogy CEO Peter Terium: “The partnership with Duisburg’s port company is of particular importance to us, since transport and logistics are key sectors for future economic growth and successful climate protection. With the energy market transformation, these sectors are facing fundamental changes. Here at innogy, we want to be part of the transformation process and work with Europe’s largest inland harbour to show that industry and sustainable energy strategies go hand in hand. For me, that’s ‘innovation – made in the Ruhr area.’”

Create new impetus for energy market transformation

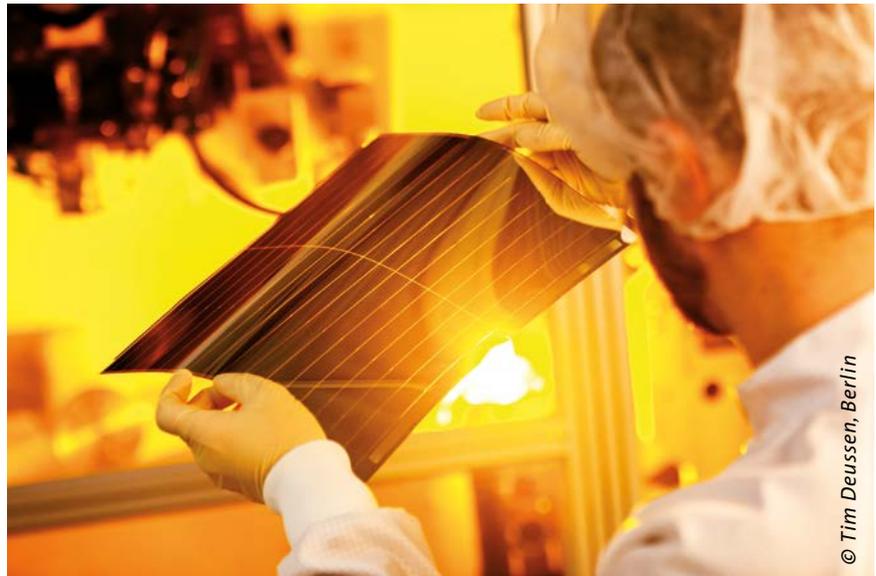
The port of Duisburg has the ideal conditions in place: this year, the

300th anniversary of the port’s establishment, duisport has taken on the role of central logistics hub for central Europe. “I am very happy to know we have the innovative skills of a leading European energy company by our side in the form of innogy,” comments duisport CEO Erich Staake. “Together we have the strength to create new impetus for the European energy market transformation based on North Rhine-Westphalia as a centre for the energy industry and logistics.” Logistical transport chains are already being optimised at the port of Duisburg, and shipping, rail and road systems are being intelligently networked. This enables industry and logistics to structure goods flows economically, efficiently and with more sparing use of resources. Partners and customers of the port company all benefit from

this strategy of networked logistics focused on sustainability, including 300 logistics-related companies located there. Every year these companies generate added value in the order of € 3 billion.

Energy supply, mobility & goods transport

Cooperation between these entities revolves around the fields of energy supply, mobility and goods transport, with the mainstay being the testing



© Tim Deussen, Berlin

The super-thin solar film from the production facility weighs only 500 g/m, with a thickness of less than one millimeter. The film can be integrated into many types of applications.

innogy SE is an established European energy company. With its three business segments Grid & Infrastructure, Retail and Renewables, it addresses the requirements of a modern, decarbonised, decentralised and digital energy world. The focus of innogy's activities is on offering existing and potential customers innovative and sustainable products and services which enable them to use energy more efficiently and improve their quality of life. The key markets are Germany, the United Kingdom, the Netherlands and Belgium as well as several countries in Central Eastern and South Eastern Europe, especially the Czech Republic, Hungary and Poland. In renewable power generation, the company is also active in other regions, e.g. Spain and Italy. The subsidiary of RWE AG started operations on 1 April 2016. The innogy brand name is a symbiosis of the terms innovation, energy and technology.

Based on the combined financial statements for 2015, the company achieved a revenue of around € 46 billion and an EBITDA of € 4.5 billion. The company is expected to employ around 40,000 out of a total of around 60,000 employees of the RWE Group once the restructuring process has been completed. Further information: www.innogy.com

and use of innovative, decentralised energy-extraction technologies. For testing purposes, ultra-light, flexible, organic solar films will be installed in the port of Duisburg, made by Dresden-based company Heliatek, in which innogy has a shareholding. The films can be installed on hall roofs and façades, and also on logistics containers – all locations where conventional PV modules would be too heavy. This is where the solar films can prove their suitability for practical use in logistics and industry, and the first customer applications will provide support for their market launch at the same time.

Another focus for testing will be to determine how to optimise the supply of power to ships docked in port, e.g. using locally generated electricity where possible, to minimise the use of diesel in the port. Transport capacities in the port and at other locations in the region will also be gradually converted to electric mobility. And lastly, goods transport will be refined toward the use of alternative primary energy sources and logistics for the system components needed for the energy market transformation.

A complete look at sustainability at duisport

As Europe's central logistics hub, the port performs a model function when it comes to reducing greenhouse gases, expanding the use of renewable energies and adapting to climate change. North Rhine-Westphalia is a model federal state in terms of the structural transformation. The cooperation between industry and logistics is also important in terms of sustainability aspects. It is also why competitiveness based on sustainable structures forms an integral part of the company directives of Duisburger Hafen AG. Against this background, duisport implemented an integrated energy and climate protection concept two years ago. The main incentive for implementing the concept originated from the company's own innovation ideas, whereby a holistic look at economic, ecological and social concerns was a significant motivator. Of course, partners and customers also provided a lot of impulses. Additional support came from the climate protection legislation of North-Rhine Westphalia and the climate protection plan of the North-Rhine Westphalia ministry of the environment.

As a result, Duisburger Hafen AG is in an excellent position with regard to climate protection. The company's sustainability concept made it possible to achieve a situation in which automotive components for the largest CKD location of a German premium car manufacturer (which settled in the port) are transported from Duisburg to Antwerp via inland water vessel and rail. Vessel and rail transport means that more than 13,000 trips by truck can be avoided every year - just between the Ruhr region and Antwerp alone.

The primary focus of sustainability and climate protection is on the issue of logistics concepts: duisport is developing approaches for sustainable mobi-

lity, and how transportation chains can be optimized jointly with partners and customers. The better the processes, the fewer resources are consumed and fewer greenhouse gases are emitted. The issue of "brownfield development" for the development of unused industrial surfaces into modern logistics areas forms an important part of sustainability activities. The development of logport I - from the former steel works to a trimodal logistics center - is an example of sustainable structural change, and is continued with the development of additional areas in the entire Ruhr region for logistics purposes. The attractiveness of the region, which is increased in this manner, leads to a situation in which companies in a variety of industries, e.g. automotive logistics, become increasingly interested in Duisburg as a logistics hub. Moreover, it also helps to strengthen the business location between the Rhine and Ruhr through the creation of many new workplaces. In addition, the properties meet the requirements of the Energy Savings Regulation (EnEV); all buildings are fitted with high-quality insulation, and are up to date in terms of energetic aspects. They also include in-house solar facilities on a logistics buildings, which actively reduce the consumption of fossil fuels.

In addition to its business success, duisport also focuses on the responsible management of the environment. Sustainable and climate-friendly logistics activities are also playing an increasingly important role in the market, and help to increase the attractiveness of a location. duisport is optimizing the transportation and logistics chains in order to move traffic from the road to rail/vessel, with the aim of offering alternative transport carriers. The port pays close attention to these general factors when it designs terminals and logistics areas, and believes that there is additional

transfer potential in this area. It is the reason why the port also offers transportation using rail. The port's own railway company supplies and connects the different areas at the Duisburg location. And it also takes over regional feeder services. This means that the port is directly connected to the chemical and logistics parks in the region, and brings containers to the location. Transcontinental connections by rail are also successful. They are cheaper than air freight, and much quicker than the route by vessel. The rail relations between Duisburg and China - the trans-Siberian route via Russia and the 'new Silk Road' to central China through Kazakhstan - play an increasingly important role for duisport and its customers. In terms of combined transportation, there are more than 400 weekly train connections to 80 destinations in Europe and also to Moscow, Istanbul or Chongqing in central China. Sustainability means the optimum combination of vessel and rail. No other transport carriers are in a position to transport the same volumes of goods in such a climate-friendly manner.

Future challenges in the area of sustainability relate to the interaction with all stakeholders, in particular with respect to new construction or redevelopment projects, with the aim of ensuring that future developments at a growing location are also designed to be both environmentally- and climate-friendly. Traffic and logistics concepts play a key role in this regard. For this reason, and with mutual expectations of success, the Port of Duisburg enters into cooperations with strong partners, such as innogy, and acts as a e.g. pilot location of new projects. These have a signal effect in cooperation with other ports and logistics locations, and demonstrate the importance of the cooperation between industry and logistics.



Building the New Silk Road together

Erich Staake (front right), Chief Executive Officer of Duisburger Hafen AG (duisport), signed cooperation agreements with high-ranking Chinese business partners in Hong Kong, attended by Federal Minister for Economic Affairs and Energy Sigmar Gabriel and North-Rhine Westphalia transportation minister Michael Groschek (right): (from left) Hu Zheng, Director der CMG, Zhang Rui, General Manager of CML, Zhao Huxing, Deputy Chairman of CMG.

(klü) Duisburger Hafen AG and China Merchants Logistics Holdings Co. Ltd. (CML), the logistics division of the China Merchants Group (CMG), have entered into a strategic and project-based cooperation agreement. The agreement was signed in Hong Kong during the recent trip to China by Germany's industry minister Sigmar Gabriel - a trip that also included North-Rhine Westphalia minister of transportation Michael Groschek and duisport CEO Erich Staake.

CMG is a leading group in the transport/infrastructure and finance sector, among others, and is based in Hong Kong. CMG has 31 ports in 18 countries, and operates 1148 logistics centers in the major metropolitan regions.

Today, approximately 20 trains a week already run between the Port of Duisburg and various destinations in

China. Along this new trading route, which operates under the Chinese "one belt, one road" Silk Road initi-



duisport represents the company with its own booth on the Western China International Fair (WCIF).

logitrans Istanbul – Turkey as hub of the Eurasian market

(Iw) The logitrans Transport Logistics Exhibition in Istanbul is considered an important trade show for storage technology, logistics and transport in the EMEA region (Europe, Middle East and Africa). Despite the current political and economic challenges, logitrans, which is held at the IFM Istanbul Expo Center, once more presented itself as the platform for the logistics industry in the Eurasia region. This is also confirmed by the approximately 13,500 participants from 50 countries, and 180 exhibitors from 26 countries.

For years, the Port of Duisburg, as one of the largest logistics hubs in Central Europe, has been engaged in Turkey and therefore also participated in logitrans, where it presented the broad range of logistics and other services available at the Duisburg location from 16 - 18 November. As part of the trade fair, duisport



also has a joint representation with the Turkish logistics company Arkas Holding S.A.; the establishment of the joint venture of the two companies was announced at the event last year. The purpose of the venture is the development of multimodal logistics areas and intermodal services in Turkey.

On the occasion of its ten year anniversary, the trade fair offered an exten-

sive conference program with panel discussions and presentations. In addition to the opening discussion on "The Role of Turkey within the International Supply Chain", the event also focused on issues such as Industry 4.0.

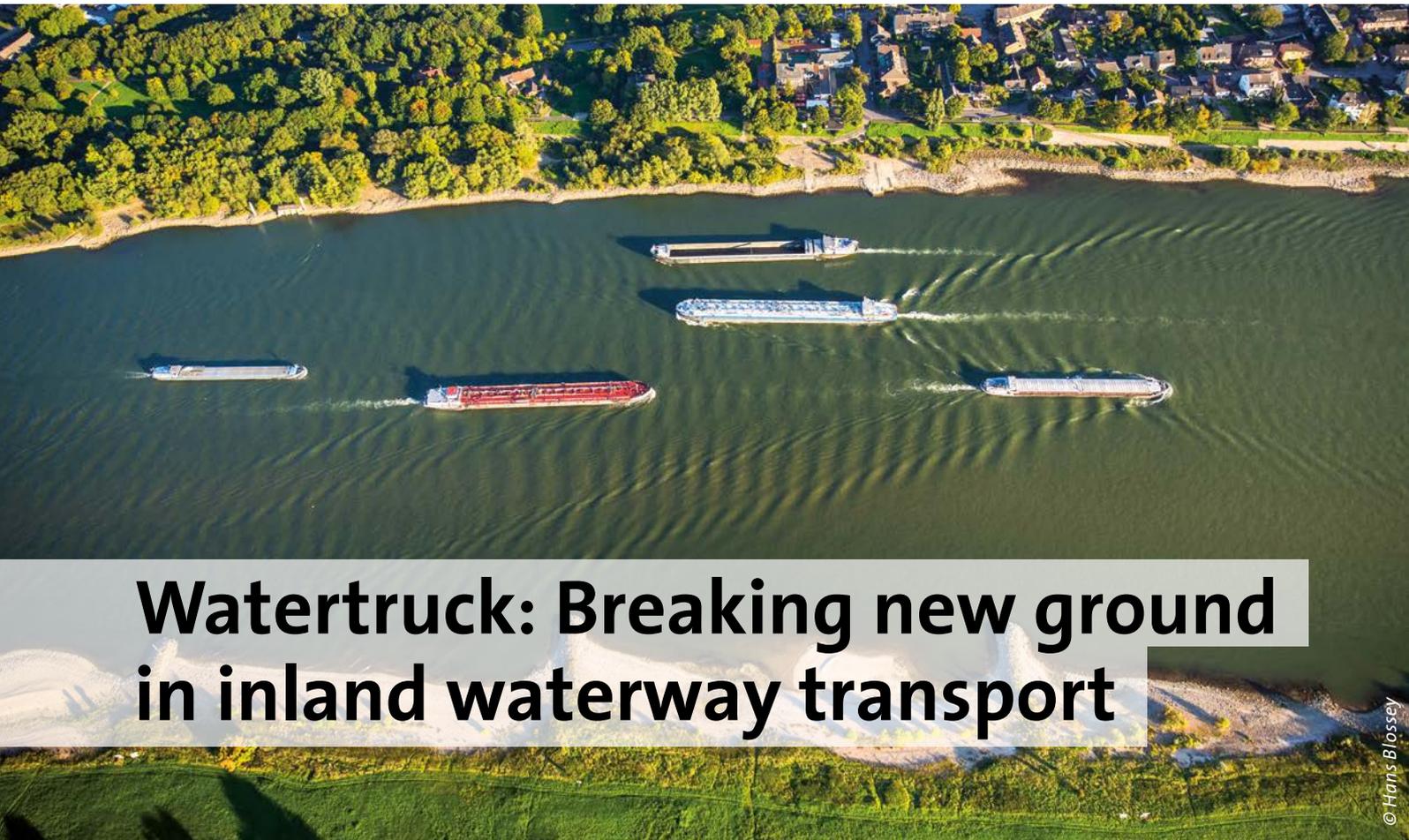
ative, CMG and duisport intend to implement joint projects in the entire trans-Eurasian region. Besides establishing better connections to markets in Western Europe, China also wants to use the Silk Road initiative to continue to develop the economies of the provinces in central China and in the western part of the country.

During his visit to China, Erich Staake also signed cooperation agreements

with Chengdu International Railway Port Investment Co. Ltd. (CDIRPI), a wholly-owned subsidiary of Chengdu Industry Investment Co. Ltd. (CDII), in the industrial metropolis of Chengdu. The company plans to significantly expand the volume of goods transported from China to Europe directly via Duisburg. duisport has been engaged in the large Chinese cities along the Silk Road Chengdu, Chongqing and Urumqi in the north-western

part of the country for some time.

Staake is confident that the cooperation agreements with the Chinese partners will also lead to significant increases in handling volume at the Port of Duisburg. "We want to develop duisport into the leading European transportation hub for Chinese transport."



Watertruck: Breaking new ground in inland waterway transport

© Hans Blosssey

The project, co-financed by the European Union in Belgium, has the objective to use inland waterway vessels as flexibly as trucks.

(gran) Using inland waterway vessels as flexibly as trucks: A project co-financed by the European Union in Belgium is making it possible. In order to do something to counteract the dramatic decline of inland waterway transport by transporting small lots on the channels, the Belgian Ministry of Transport has called the project „Watertruck“ to life with the support of the EU.

The project to be funded and tested is the development of a logistics system for smaller lots by using modular barges that would also be able to travel longer routes as a pushing unit. New ships are being developed and built for this purpose, as an expansion of the channels is not expected in Belgium due to tight public budgets. The goal is to employ this specialized fleet to organize the regional distribution of goods on waterways of limited size in

a similar way to road transport (truck/trailer concept) while at the same time cutting down considerably on CO₂ (about 25% compared to the emissions of the existing inland vessel fleet) and to relieve truck traffic on roads. The project is seen expressly as a solution to supplement inland waterway transport on large waterways, such as the Rhine. It is not intended to compete with existing shipping services, as it is to generate new transport services.

Maiden voyage set for the beginning of 2017

About € 23 million is available for „Watertruck+“ until 2019. Half of this is the contribution of the EU, 40% comes from private investors, and 10% from the Flemish government, as Johan Boonen, project manager at the Vlaams Instituut voor Mobiliteit (VIM) explained during an event held in Duis-

burg by the Association for European Inland Navigation and Waterways (VBW). A total of € 18.6 million alone has been provided for the construction of a new inland waterway vessel fleet of motor ships and push boats which exhibit a modular structure similar to trucks and are therefore easy to adapt to different conditions, with their motors satisfying similar environmental standards. The fleet is to comprise a total of 31 ships. According to Johan Boonen, this corresponds to about 3% of the total Belgian dry cargo ship fleet. The maiden voyage of the new ship is planned for the beginning of 2017. The entire fleet is to be ready for operation at the end of 2017. Partners participating in the project are the companies GITRA Shipping & Trading, Fransbergen, and Group De Cloedt. The shippers that have been brought on board to date are OK Afvalbeheer, a waste man-

agement company with containers and Waterwegen & Zeekanal (commissioned for earth and rubble removal for the Nieuwe Stede construction project). Johan Boonen is confident: „We are currently in the process of acquiring additional partners in a second round.“

Improving the profitability of regional distribution transports

According to Johan Boonen, the background of the project is to gradually take small inland waterway vessels out of service, as it is no longer profitable to operate them. For example, there are now only just under 200 ships with 250 to 450 tons in Belgium. In 2000 there were 440. These ships are no longer available for transports on small waterways. At the same time, the standardization of the ships and a transport concept are intended to improve the profitability of such regional distribution transports. „In the future, ships and even convoys could be able to go across the channels fully automated,“ Johan Boonen is convinced. Today, at least one person is required to be on board if loading and unloading is carried out independently. Johan Boonen admitted, however, that the concept requires a large logistical transport network with many ships in order for it to be financially sustainable. But this depends to a decisive degree on the willingness of private companies, logistics providers, and shippers to participate and to pay the entailed freight prices.

The project therefore targets not only the hinterland region of the seaports of Antwerp and Rotterdam, but also urban areas and metropolises such as Paris and Berlin, where there are large channel networks and a high demand for distribution transports. „We are currently holding talks with the Deutschen Binnenreederei about the project and a possible rollout in Greater Berlin,“ said Johan Boonen. In Hamburg too, where a similar concept for container transport already exists, Boonen explains, they have received positive feedback.

Divided response

Among the members of the VBW and the guests of the event, however, the project generated a divided response. While Martin Deymann of Reederei Deymann Management GmbH & Co. KG termed the project a good approach in view of the structural transformation faced by inland waterway transport, seeing the necessity of breaking new ground, others such as Rudi Paulissen of De Grave Antverpia N.V. feared „subsidized competition“ with the existing fleet. Above all, the profitability of the project was called into question: Hardly any customers, it was argued, would be ready to pay the freight prices required for such a concept to pay off. For according to Johan Boonen, the project is to be self-supporting from 2019 onwards.

As Boris Kluge, Managing Director of the German Federal Association of Public River Ports (BÖB), now comments the project: „Watertruck is a fascinat-

ing project from our circle of friends from the Belgian inland ports.“ For the situation in Belgium, which – as Kluge explains – has a large number of channels and sluices of limited dimensions, the idea of smaller connectable units is highly sensible. „We’re keen to see whether the business idea will hold.“ According to Kluge, there are certainly also a number of waterways in Germany that would be attractive for this concept. The ship fleets operating in the Berlin area are similar in part, he adds. Nevertheless, as Kluge points out, larger vessel units would have to be commissioned on many waterways in order to achieve economical operation and to retain a competitive edge against other transport carriers. As Boris Kluge concludes: „The expansion of the federal waterways to meet the standard appropriate for these larger vessel units is and remains essential for this purpose and will continue to be demanded by the BÖB.“

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Digitization in rail transport

duisport rail is now taking the first steps towards digitizing rail traffic at the Port of Duisburg with the introduction of the logistics software zedas®cargo 3.0, which was designed especially for the requirements of railway companies for goods transported by rail.

(Iw) As a logistics location, Duisburg is considered to be an interface for intermodal traffic and the number one railway hub in Europe. Every relevant industrial region can be reached from here – and the extensive network is being expanded continuously. The partner for rail transport at the Port is duisport rail GmbH (dpr). Here too, the digitization of processes will play a role in the optimization of workflows. For this reason, duisport rail has launched a digital process management system adapted to the changing circumstances.

duisport rail GmbH (dpr) is a subsidiary of Duisburger Hafen AG and was established in 2001 as a public rail transport company within the duisport Group. As a public rail company, dpr has an approximately 200

kilometer rail network that ensures an optimal linkage between the port areas and on-time supply for the terminals. Furthermore, duisport rail offers local and regional transport services that improve pre-carriage and onward carriage for the customers on site and cooperates with national and international railway companies. As a consistent step, duisport rail has extended the German approval held by rail transport companies to include European approval. Around 30 railway service providers and operators are already active at the location. Whether containers, bulk commodities such as coal and steel, or chemical products, exclusive offers or those in cooperation with other partners: A high level of flexibility, short decision-making paths and professional employees guarantee market-driven solutions as

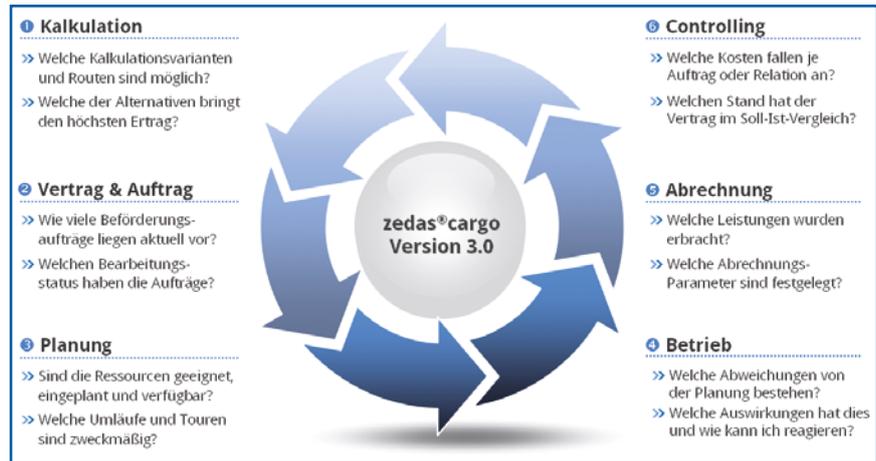
well as timely rail traffic and traction services.

Due to rising customer demands, a considerable degree of safety requirements and intensive competition in rail freight transport, the efficient planning, processing, and documentation of international rail transports has become indispensable and requires state-of-the-art, integrated IT support. For this reason, duisport rail took the first forward-looking steps towards the digitization of rail freight transport at the Port of Duisburg three years ago. This is all thanks to the logistics software zedas®cargo 3.0, which was specially conceived to meet the requirements of rail transport companies in rail freight transport.

Tailor-made logistics software

zedas®cargo offers users an improved

working method and faster access to relevant and current information. Using the application makes it possible for train drivers, car inspectors, and schedulers at any location to access the information they need and to use them for their work processes. The software reduces arrangements and records, thereby simplifying the high workload while automatically supplying exact data for service accounting. In order to design the software to be more efficient for duisport rail, a customized enhanced version was developed together with the rail experts



Modern process management, step for step along the value chain.



The software now depicts not just long-distance transport but also shunting and individual car traffic.

of the duisport Group in cooperation with Zedas. For the first time, this version allows the mapping not only of intercity transport, but also of considerably more elaborate shunting and single wagon traffic as well as car inspector services. As a result, dpr is already optimally prepared for the

future requirements of the European regulation TAF TSI (Telematics Applications for Freight - Technical Specification for Interoperability).

Intelligently designed rail processes

Thanks to a consistently digital process from order acquisition to service

accounting, the demand for the paperless processing of transports can be met, also allowing the optimized planning of railway processes. Mobile tablets are now used for communication with scheduling and the registration of services in real time. At the same time, information about the progress of shunting operations can be forwarded as needed to customers. This means that these processes will be cloud-capable in the future.

Thanks to the potential offered by the digital world now being exploited in railway logistics, duisport rail is creating transparency in the entire processing of train and shunting traffic as well as car inspector services, thereby fulfilling important prerequisites for increasing the attractiveness of rail transport and for the optimization of logistics in plant, port, and terminal areas – step for step along the value chain.

Port of the Future



Participants of ECoL Summer School 2016.

(js) Yet again, this year's ECoL Summer School was sponsored by duisport. It has already been the second summer school of the ECoL Network - Emerging Concepts of Logistics. Accompanied by the theme 'Port of the Future', the group of young researchers repaired for six days to Duisburg, the Port of Duisburg and, thus, into the logistical heart of the Ruhr Region.

From Istanbul to Duisburg

Last year the first ECoL Summer School took place in the picturesque metropolis of Istanbul at the campus of the ECoL partner Koç University and inspired and motivated the organizers to continue with the concept. This year, the Centre for Logistics & Traffic (ZLV) of the University Duisburg-Essen welcomed the summer school's participants at the campus in Duisburg. Being part of a – by industrial land-

scape strongly dominated – 'Metropolitan Region Rhine-Ruhr', Duisburg proved to serve as an ideal environment to raise questions on development in logistics. This year's session focused above all on different forms of hubs in port areas.

In running the platform 'Emerging Concepts of Logistics' and its corresponding summer school innovations in logistics shall be enhanced by cooperating closely between economy, science and society. Following these principles, this year's ECoL team visited the logistics service provider Schnellecke, toured with e-bikes of public service throughout the city and inspected different logistical hubs of the Port of Duisburg. Back in the base of the summer school at the 'Gerhard-Mercator Haus' in Duisburg, participants presented their current research topics

and achieved insights into future concepts of various experts in logistics. In addition to that, the participants could take the chance to not only discuss the various presentations but also develop new approaches in small working groups.

Many Disciplines United

In order to tackle big future challenges in logistics, there is more expertise needed than core research of logistics provides. Hence, the series of lectures of the ECoL Summer School was framed by inter- and transdisciplinarily perspectives. Besides representatives of economy, amongst others Dr. Dieter Lindenblatt of the Port of Antwerp and Dr. Stephan Convent from the logistics service Rhenus, who gave insights into their entrepreneurial roadmap towards port development, lectures were given by professors from Univer-

sity of Duisburg-Essen and FOM University, for instance discussing impacts on supply chains by climate change, the increasingly complex relationship between human knowledge and technology as well as the often neglected role of socio-cultural aspects within planning of urban infrastructures. But the role of politics in logistics was not missed either. Gunnar Platz of Planco Consulting presented the port and logistics concept of the federal state of North Rhine-Westphalia.

Visioning the Future

When planning, the ECoL Summer School- and DIALOGistik-Coordinator of the University of Duisburg-Essen,



ECoL-participants on a crane at their visit at the Port of Duisburg.



The participants discuss about ports as energy hubs with Prof. Dr.-Ing. Bernd Noche, Board Chairman of the Centre for Logistics & Traffic (ZLV) of the University Duisburg-Essen.

Güldilek Köylüoğlu, put a high emphasis on creating an international environment: “I am glad that besides the initiation and consolidation of scientific co-operations by the ECoL Summer School, we also strengthen the ability to work in teams of social and cultural diversity.” For the next summer school Köylüoğlu puts the topic ‘Food Supply Chain’ into perspective, probably hosted by Koç University again.

More about ECoL – Emerging Concepts of Logistics and detailed reports on the summer schools on www.ecol-summer-school.net

More about DIALOGistik Duisburg: www.dialogistik-duisburg.de
 Contact: gueldilek.koeylueoglu@uni-due.de



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GREIWING expands services for intermodal transport in Duisburg

The new container storage area for 400 TEU also features a gantry crane that can move loads of up to 45 tons.

(dü) On September 1, Greiwing logistics for you GmbH opened a new logistics warehouse at the Port. The facility at logport I offers space for 25,400 pallets and features a gantry crane and a tilting platform for containers. The company based in Greven, Westphalia has thereby expanded its capacities by more than a third to 66,000 pallet storage spaces, thereby becoming one of the most important logistics hubs in Europe.

Managing Director Jürgen Greiwing named the opening of the new € 13 million facility in Duisburg an important step in the 86-year history of the family company. The company currently employs a staff of 600 employees at ten locations in Germany – with 120 of them soon to be employed in Duisburg. „Thanks to the direct connection to the Duisburg Intermodal Terminal,

we have now gained access to the eco-friendly transport carriers rail and ship. This will allow us to give a new dimension to the Greiwing brand’s market positioning and to open up new customer potential,“ as Jürgen Greiwing emphasized the strategic objective of the investment. He thanked the project team, the branch management, and all employees that the facility was able to go into operation on time after only a ten-month construction period.

„We are happy to be able to present our new warehouse and are convinced that we will now be able to even better satisfy the needs of our customers with our newly created service range,“ said Klaus Beckonert, Managing Director of Greiwing. In 2012 the company had acquired an additional 37,500 square meters of operating space in addition to the plant already built

eleven years ago at logport I. With the construction of the new hall and handling area, the general contractor Goldbeck was able to commence construction in November 2015 after an extensive planning and approval procedure. Thanks to the new building, in which titanium oxide, PVC, and other goods are stored in sacks, big bags, and on pallets, the Greven-based company has expanded its logistics center at the Port by 8,960 square meters of warehousing space and 25,400 pallet storage areas, which corresponds to a capacity increase of 36%. The logistics service provider in Duisburg now has over 66,000 pallet storage spaces.

Value-added services

The company’s range of value-added services was also expanded. A 45-ton gantry crane and a tilting platform are now used in the 2,070 square meter



The shareholder family and the management of Greiwing Logistics for you GmbH are pleased about the successful opening of the new pallet warehouse at the Port of Duisburg.

logistics area, where formerly only one reach stacker was available for container handling. The container storage area offers space for up to 400 TEU. The new crane facility allows 25 to 30 lifting operations per day. The silo logistics company offers its customers at this location not only container handling as before, but also warehouse and high tower storage and filling – the latter even under clean room conditions for the food industry.

The new facility has eight loading ramps, of which one is fitted with an automatic loading and unloading system for specially equipped trucks. Moreover, the new logistics warehouse has direct access to the neighboring Duisburg Intermodal Terminal (DIT). During the opening ceremony, Erich Staake, Chief Executive Officer of Duisburger Hafen AG, explained the added value offered to Greiwing by the flexible ship and rail handling pos-

sibilities and the numerous transport relations at logport: „The company, which processes considerable parts of its transport volume by ship and rail, can profit here from the advantages of the extensive duisport network. The link to shipping traffic allows multimodal transports with direct connections to the overseas ports of Antwerp, Rotterdam, and Amsterdam.“ Erich Staake commended the investment of the medium-sized company as a contribution to strengthening the positioning of the important chemical industry in the region: „As a key industry, the chemical industry needs specialized logistics service providers like Greiwing, which has made a good name for itself in Duisburg over the past ten years as a solid and reliable

GREIWING logistics for you GmbH is an internationally active specialist for complete solutions in silo logistics. The services offered by the company based in Greven, Westphalia include conventional and combined transports, storage, and handling. In addition to bulk goods, the company has special silo trailers used to transport rice, sugar, cocoa powder, and other foodstuffs. Unique in Germany, Greiwing maintains a granule technical center in Wesel used to provide granule pre-carriage, sorting, homogenization, drying, packaging, and post-carriage services for its customers. The company's service portfolio is complemented by cleaning facilities for tank and silo containers which are also available to other transport and logistics service providers. Greiwing has 86 years of industry experience and ten locations in Germany. In addition to its headquarters in Greven, these include branch offices in Wesel, Duisburg, Worms, Ludwigshafen, Weiden, Leipheim, and Burghausen/Gendorf. The family-run business currently employs a staff of over 600 and generates a revenue of over € 80 million.



Erich Staake with senior partner Erich Greiwing and his wife Maria Greiwing.



© GREIWING/Sputnik GmbH

The new pallet warehouse offers space for 25,400 pallets.

medium-sized forwarding company.“ Duisburg’s Mayor Manfred Osenger also sees the investment made by the logistics service provider as an important step forwards which Duisburg has made as a logistics location in the 300th year of the existence of the Port:

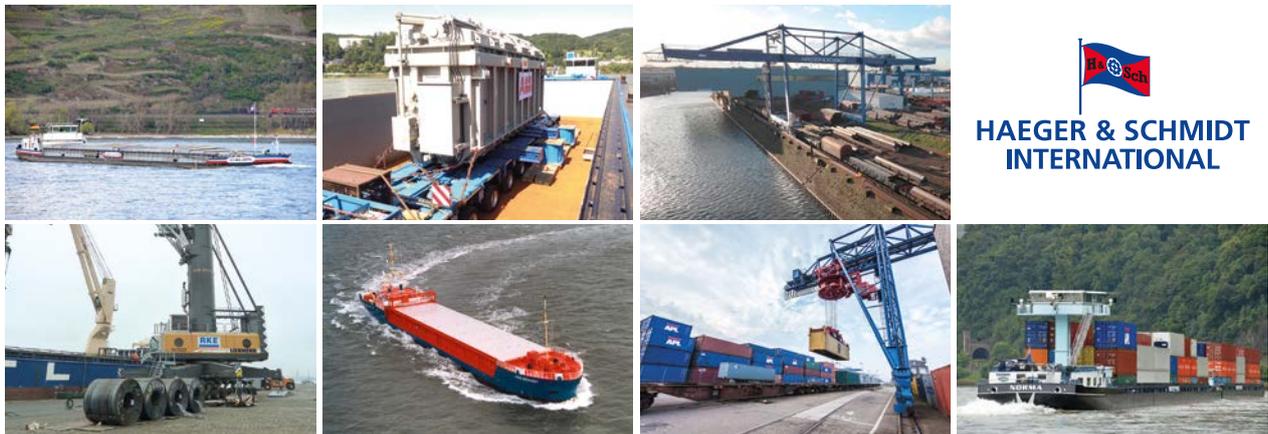
„Over ten years ago, Greiwing came to logport I with its first facility. Since then, the company has gone through a successful development, which has now been continued with this new construction phase.“ Manfred Osenger reminded those present that one

of the last properties at logport I was being used to build this project. „25 years ago, 3,500 employees worked in the ThyssenKrupp steelworks at this site. Since 1999, in the scope of the restructuring of the grounds, Erich Staake and his team have established 50 companies at this location, at which over 5,000 jobs have been created.

Interim goal achieved

Following its settlement at the Port of Duisburg in 2005, Greiwing has now achieved a further interim goal with the commissioning of the third construction phase in the 37,500 square meter area. In order to further advance the development of the company, the logistics provider has already scheduled the next step: 2017 is to see the opening of a state-of-the-art hazardous goods store on the premises, whose construction is to begin imminently.

Statt Land Fluss




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With DHL to China and back

Effective immediately, DHL is using the logistics hub Port of Duisburg to improve the connection between road and intermodal traffic between Asia and Europe.

(gran) DHL Freight strengthens the ties of its multimodal network even more in cooperation with the Port. Starting immediately, DHL, the forwarding subsidiary of Deutsche Post, will use the logistics hub of Duisburg to improve the connections between overland and intermodal transport between Asia and Europe with a special emphasis on rail transport. "With the direct link of train connections to China with inner-European transport, DHL is further expanding its ranges of services going through the logistics hub of Duisburg," said Mirco Schott, who became branch manager of DHL Freight in Duisburg-Kaßlerfeld, one of the largest of the 36 branch offices in Germany, at the beginning of 2016.

In Duisburg, DHL customers can profit from fixed weekly runs between the

Rhine-Ruhr economical region and the economical centers on China's coast (Shanghai to Shenzhen). Customers with complete shipments or containers have access in Duisburg to intermodal connections within Europe. Moreover, for customers that cannot fill an entire container alone, DHL offers the consolidation of shipments at the DHL Freight Terminal in Duisburg, i.e. the packing of a single container with freight from different customers. "We are the China Competence Center for the west of Germany and pool the goods in Duisburg," as Mirco Schott explains. A staff of four sit at the "China desk" in Duisburg, among them a Chinese employee. A total exceeding 200 employees work at the branch at "Am Blumenkampschhof," which has been in service for about 20 years. In Hamburg, DHL oper-

ates the China Competence Center for the north of Germany. More may follow, possibly in the south.

A real alternative

As Amadou Diallo, CEO of DHL Freight, remarked on the occasion of a joint event with Duisburger Hafen AG: "The use of railways as a transport route between Asia and Europe has proven to be an optimal solution and has been received very well by our customers as a real alternative." The location of Duisburg plays an essential role according to Diallo: Shorter routes to customers and excellent intermodal connections offer many opportunities for more rapid deliveries and cost benefits. "For this reason, we are going to consistently expand this area," Amadou Diallo stated. There are already customers whose flows of goods DHL



DHL continues to expand its offerings through the port.

is processing from China via Europe to Tunisia via the multimodal combination road, rail, and short sea shipping. In the opposite direction, the goods can be transported to Korea, Japan, and the Pacific region. DHL Freight is then supported by DHL Global Forwarding, the affiliate specializing in maritime and air freight. Erich Staake, Chief Executive Officer of Duisburger Hafen AG, explains the opportunities of intermodal transport: “As the most important hub in the European hinterland, 400 trains per week link Duisburg Port to over 80 direct destinations in Europe and Asia.” Thanks to the wide range of logistics services at the location, Duisburg thereby offers the ideal starting position to dispatch rail transports directly on site and to ensure an efficient pre- and post-carriage. “Our comprehensive intermodal network has made an important contribution to Duisburg’s establishment over the past years as a central departure and destination point for the transcontinental train connections between

China and Europe,” as Erich Staake is convinced. “Together with partners like DHL, we make an active contribution to the further development of these routes, thereby strengthening the function of Duisburg as a leading logistics hub in Central Europe.”

According to Mirco Scott, the transit times between Western Europe and China for bulk goods transports average 16 to 18 days. The train connection according to Scott is significantly less costly than transport by air and much faster than by maritime ship. And there are now more forwarders for the China trains: Apart from DHL, these include DB Schenker, Hellmann, and recently Nippon Express. All charter contingents on the trains that each transport an average maximum of 40 containers. The trains from Duisburg and Hamburg travel primarily on the southern route referred to as the “New Silk Road” via Kazakhstan to China. Trains run on the Trans-Siberian Railway through Russia starting

from Warsaw or Malaszewicze, the transshipment terminal on the border between Poland and Belarus, where containers are further handled where necessary.

Increasing transport volume expected

In Duisburg, the train reaches the Duisburg Intermodal Terminal (DIT) at logport, the largest of eight terminals in all at the Port. Since 2011 the number of China trains per week has risen from one to eight. Car parts, IT products, and textiles are currently the most common cargo on trains from China. Trains to China primarily carry goods from the mechanical engineering and food industries. From Malaszewicze onwards, DHL also offers temperature-controlled transports. The company has not published current figures as to the utilization of the trains. Thomas Kowitzki, Head of Multimodal at DHL Freight, foresees that the transport volume on this route will increase to over one million TEU by 2030.

Mirco Schott

Mirco Schott (37) is a Duisburger through-and-through. Born in Duisburg in 1979, he has remained true to his home city to this day. After his apprenticeship as a forwarding agent at DHL (at the time Danzas) in Duisburg, he worked as a dispatcher while simultaneously earning his business administration degree at the Gelsenkirchen University of Applied Sciences. Starting in 2006, he worked for five years in the head office in Bonn as a project manager for DHL Freight, where he was able to get a taste of the corporation. Mirco Schott returned to Duisburg in 2011. Since the beginning of 2016, he has

been the branch manager of DHL Freight GmbH in Duisburg. "I always wanted to become a branch manager. That it worked out in Duisburg of all places is a lucky coincidence," he says. His hobby is something for tough men. Mirco Schott plays water polo, formerly in the first team. Today, for "age-related reasons", he is a player coach in the second team of the Duisburg Swimming Club DSV 98. He also plays football in the first league with the Gelsenkirchen Devils. Mirco Schott is married and has two children of the ages of four and twelve years.



Mirco Schott, branch manager of DHL Freight.

As before, however, utilization still leaves something to be desired in the direction of China. "There are more incoming than outgoing goods," confirms Mirco Schott. DHL currently handles about 30 containers per month. "The number fluctuates heavily," the branch manager explains. DHL customers mainly come from the areas of mechanical engineering and technology. "We still see a whole lot of upward potential, especially with transports to China," says Mirco Schott. The aim in Duisburg is to increase the volume by four to five times. The consideration is being made to better utilize the trains by loading containers en route, e.g. in Russia or Kazakhstan.

"Our business here in Duisburg is becoming increasingly international," the branch manager explains. Examples he provides of this include, on the one hand, the expansion of the DHL Freight network in Europe and new services such as the China train, and, on the other, the "ideal" transshipment possibilities offered at the Port. While national general cargo still constitutes over half of the business volume, the share of international general cargo is increasing. Part and complete shipments and cross-docking for major customers also form part of the business. Moreover, sea freight containers shipped overseas via the seaports Antwerp, Rotterdam, and

Amsterdam are stowed in Duisburg in cooperation with DHL Global Forwarding. In three halls with a handling area of 10,000 square meters plus an additional 5,900 square meters of storage space, the goods are received, put in interim storage, and sorted by destination in order to stow them in truck trailers at the 128 loading gates and to send them out primarily for overnight delivery. DHL does not have its own vehicle fleet, but rather works together with a permanent core of subcontractors. An annual average of over 1.2 million shipments (in and out) are handled here according to the company's own information. A total of 170 daily departures are registered.

Semitrailers are now stackable



Test site of VertiModal was the logport III terminal.

(Iw) In the greatest Continental European intermodal transport hub and the most important European hinterland terminal, intermodal experts collect practical experiences in their profession every single day at the Port, working on innovative solutions to meet new challenges. The research project funded by BMWi entitled „Examination and testing of a technical solution for the vertical stacking of semitrailers in intermodal transport handling facilities (VertiModal)“ was initiated by duisport facility logistic GmbH (df) and Studiengesellschaft für den Kombinierten Verkehr (SGKV, Research Association for Intermodal Transport) e.V., Berlin in October 2013 and was completed in August 2016 with the presentation of a practical solution at the logport III intermodal terminal.

Semitrailer transports by rail have been rising sharply for years. From 2005 to

2015 alone, the number has increased from 150,000 to 832,000 units. As gratifying this relocation trend is at first glance, it poses major operational problems for intermodal transport terminals designed almost exclusively for container handling. Due to the non-stackability and the required

shunting areas for the tractor units, a single trailer requires approximately the same storage area as nine 20-foot containers. However, as trailer handling is in increasing demand among customers, the terminals are more rapidly reaching their capacity limits.



VertiModal focused on developing an open framework solution.

Project objectives

With this rising problem in mind, Duisport facility logistics GmbH (dfl) and SGKV started the VertiModal project just under three years ago. The project funded by BMWi pursued the objective of reducing the space needed by trailers in the terminals. By increasing the storage and handling capacities for semitrailers in intermodal transport terminals – and that without modifying the floor area nor the existing handling equipment – the project was to reduce bottlenecks and to effectively exploit the future potential offered by the relocation of truck transports from the road to the rails. VertiModal concentrated on the development of an open frame solution similar to supporting frames of ISO containers successfully tried and tested in global commodity trading which can pick up the trailer and integrate it into the handling processes of the terminal. Basic requirements for the implementation of the solution were the ability to combine it with existing handling equipment (cranes, reach stackers,



At the end of August, those in charge of the project presented the practice-oriented steel frame construction.

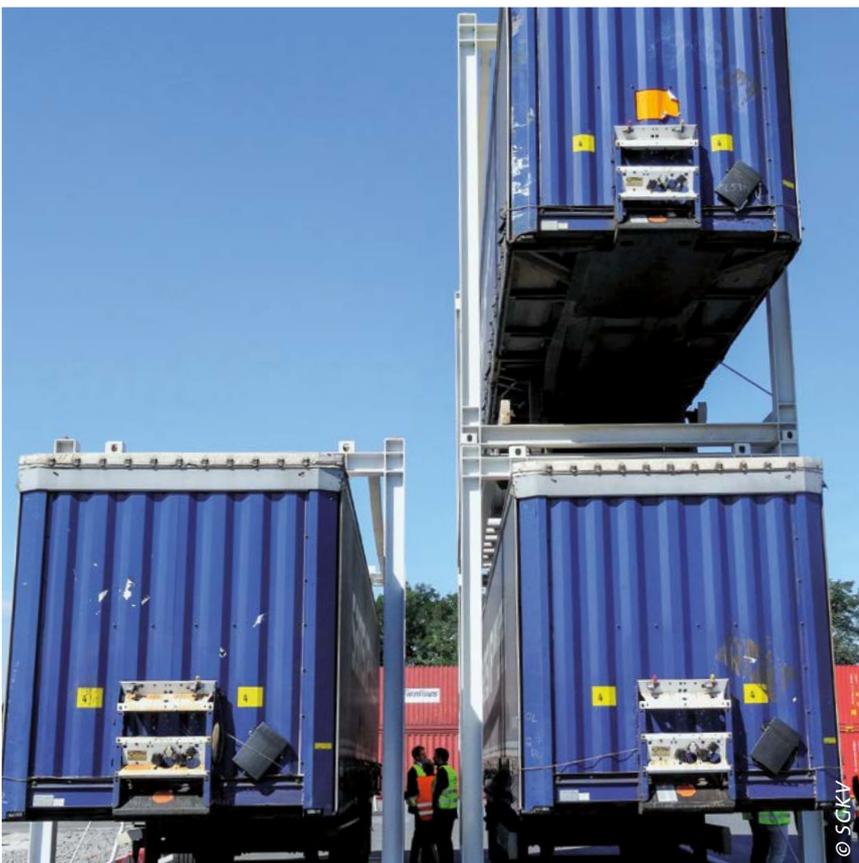
Mafi trailers, etc.) and the observance of the systematic framework conditions in intermodal transport handling facilities. In November 2015, the first prototype of the frame design for stacking trailers was completed and transported to the Port. Initial tests successfully identified optimization measures which were taken into account during the construction of the two subsequent prototypes.

Practical steel frame construction

This allowed the development of an affordable and flexible steel frame construction. On August 31, 2016, an impressive demonstration of the frame and its practical mode of operation was provided during the final presentation of the project at the logport III terminal. The frames can now be used to stack the trailers in three layers. Moreover, like containers, the trailers can be placed very close to each other using cranes or reach stackers, regardless of shunting distances.

Both the funding body and the board of directors of Duisburger Hafen are convinced by the solution. Andreas Liessem (BmwI) expressed his satisfaction that „all the objectives of the project could be reached“ and that „stacking will now allow three trailers to occupy the space of only one.“ Prof. Schlipkötter (member of the Management Board of Duisburg Hafen) sees considerable potential in the stacking solution for getting a grip on the storage space problems caused by the increased number of trailers. The Port „would like to further optimize the frame solution and then use it in the intermodal terminals at Duisburg Port.“

Additional information about the project is available at the project website: www.vertimodal.de





NGK - International automotive supplier in the Port of Duisburg

In the Port of Duisburg, at Kasserfeld location, the construction works for NGK have already started.

At this time, an approximately 23,000 square meter logistics center is being developed and built at the Kasserfeld location for automotive supplier NGK Spark Plug Europe. The activities are carried out by Goodman, which is also expanding its presence at the Port of Duisburg in 2016. The total investment volume for on-going projects amounts to EUR 28 million.

It is expected that the facility for NGK, along with an additional speculative unit of 10,500 square meters, will be completed by the end of 2016. They are located near the recently announced new development of a 31,000 square meter logistics property for Fressnapf, the market leader for pet products in Europe.

Increasing capacity for international automotive supplier

NGK is a leading global manufacturer of spark plugs, glow plugs and lambda sensors. Headquartered in Japan, the company started its European operations in 1979 and has been growing ever since. Today, there is almost no automobile manufacturer that does not use NGK products. With its head office near Düsseldorf, NGK Spark Plug Europe was searching for a new modern grade-A warehouse in a strategic location to enhance its overall storage capacity.

“To consolidate our leading market position, we wanted to optimise our warehouse logistics. Goodman offered us a state-of-the-art property solution. The new warehouse is located in close

proximity to our headquarters and innovation centre, and the infrastructure of the port will enable efficient logistics for our European business,” said Damien Germès, Senior Vice President of NGK Spark Plug Europe.

Erich Staake, Chairman of the Board of Duisburger Hafen AG: “We are pleased, in NGK, to have been able to gain another strong company from the automotive industry. Our full service approach, in combination with transport networks that are perfectly coordinated for the flow of goods, has once again demonstrated how attractive the Port of Duisburg logistics hub is for the automotive industry. With 400 trains per week to over 80 direct destinations in Europe and Asia, the port offers NGK

Goodman is an integrated property group that owns, develops and manages logistics and business space across Continental Europe, the United Kingdom, the Asia-Pacific region, North America and Brazil. The Group invests in industrial estates and warehouse and distribution centres.

Goodman also offers a range of listed and unlisted investment vehicles, including its flagship European managed partnership, Goodman European Partnership (GEP) (following the rebrand of the Goodman

European Logistics Fund). Through prudent investment management, quality assets and active property management, the Partnership provides its investment partners with stable income returns derived from investments in logistics assets.

With total assets under management of 23 billion and 412 properties under management, Goodman is the largest industrial listed property group on the Australian Securities Exchange, and one of the largest listed specialist investment managers globally. Its mar-

ket insight and dedicated local teams create sound investment opportunities and develop properties and environments that meet each client's individual requirements.

With more than 1,100 staff in 16 countries and 33 offices, Goodman has the global reach to meet customers' needs as their businesses expand or evolve. In Europe, Goodman is present in Germany, the Netherlands, Belgium, Luxembourg, France, Spain, Italy, Poland, Czech Republic, Hungary, Slovakia, Sweden and the UK.

an ideal starting position to supply vehicle manufacturers and the after-sales market all over Europe."

Facility enables efficient processes

The new facility for NGK Spark Plug Europe comprises 21,000 sqm of storage space, approximately 900 sqm for office and social areas as well as a 900 sqm canopy, which provides increased flexibility for car parts handling. The hall height of 12 m allows NGK to optimise the storage of its broad range of components and 22 extra-large load bridges ensure efficient cargo handling. The entire warehouse, as well as the exterior areas, are equipped with energy-saving LED lighting. On completion, the property will aim for a gold certificate from the German Sustainable Building Council (DGNB).

"Suppliers and manufacturers in the automotive industry are dependent on

maximum efficiency to achieve strong economic profitability in their global supply networks," said Jordan Corynen, Goodman Regional Director for Germany, Austria and Switzerland. "With our state-of-the-art facilities, we support commercial efficiency and in this way contribute to the success of our customers."

Savills advised on the transaction. "Location was critical for NGK and Goodman provided an optimal solution to provide enhanced efficiency to the logistics operations of our client," said Elmar Wirths, Director Cologne of Savills Immobilien Beratungs-GmbH.

Goodman manages over 400,000 sqm of logistics real estate worldwide for the automotive industry and provided nearly 160,000 sqm of new logistics space for the sector in Continental Europe over the past twelve months.

Additional space available in a top location

To maximise the potential of the site and to meet high customer demand, Goodman is developing an additional 10,500 sqm unit. The property will have a 9,200 sqm storage area, complemented by a 900 sqm mezzanine for greater operational flexibility, and 450 sqm for office and social areas. The development is located in one of the top ten logistics regions in Germany with Duisburg at its centre, according to a report by bulwiengesa.

"As the largest inland port in the world, the port of Duisburg offers customers access to one of the best multimodal infrastructure networks in the heart of Europe. Many companies from a variety of sectors want to profit from these exceptional advantages. For these reasons, we are confidently investing in this new expansion project," emphasised Corynen. The Port of Duisburg offers a first class shipping and rail network, as well as direct access to the A40 and A59 motorways, making it one of Central Europe's most important logistics locations. Additionally, due to its multimodal infrastructure, it is one of the most significant hubs for combined transport.



This is what the new logistics center will look like once it has been completed.

“Revolutionary for inland waterway transport”

IMPERIAL Logistics International launches digital freighting system



IMPERIAL operates one of the largest push boat fleets in Europe which mainly travels between the ports at the mouth of the Rhine and the plant harbors of the steel industry in Duisburg.

(dü) Everyone is talking about the digitization of processes and information cycles in industry and logistics, but there is still a long way to go in many areas in terms of practical implementation. Europe's leading inland waterway transport company IMPERIAL Logistics International based in Duisburg is assuming a pioneering role in the industry with the restructuring of its freighting activities and the development of the digital platform IMPERIAL Freight Management System (IMFS). duisport Magazine editor Hans-Wilhelm Dünner spoke with

Jens Kleiner, CFO of the division IMPERIAL Transport Solutions, about the progress and opportunities resulting from the launch of the IFMS for IMPERIAL barge owner-operators, external barge owner-operators, and shippers.

duisport Magazine: Mr. Kleiner, do you consider processes in inland waterway transport to be old-fashioned?

Kleiner: What gives you that idea?

duisport Magazine: Whereas in road cargo transport freight capacity and

cargo have been matched together in freight exchanges for many years now, this process has remained largely analog and thus more elaborate in inland waterway transport.

Kleiner: That is indeed true. Experience has shown that traditional processes hold for longer periods in inland waterway transport, with one of the negative effects being a certain encrustation.

duisport Magazine: Encrustation? You'll have to explain that.



Jens Kleiner is the CFO of the division IMPERIAL Transport Solutions.

conditions they can provide their cargo space.

duisport Magazine: And how do your tradition-conscious barge owner-operators react to this?

Kleiner: Of course there were some questions, which is entirely normal with a new approach.

duisport Magazine: Isn't there a danger that a certain number of your own barge owner-operators will come away empty-handed or with smaller freights when freights are assigned?

Kleiner: Not at all. Quite the opposite. IFMS will assign them cargo that will better use the capacity of their ships, reducing empty runs. This October we will already approach our barge owner-operators and integrate them into the platform first. This means our current barge owner-operators need have no fear of becoming marginalized with the launch of the electronic platform. From January 2017, we will release IFMS for the entire barge owner-operator market.

Kleiner: That can best be explained using an example. Let's assume that a customer in Rotterdam has 1,200 tons of seeds to ship. The shipping company calls your barge owner-operator who has a 2,000-ton ship in Duisburg. The empty and entirely oversized barge cruises towards Rotterdam. At the same time, there is a matching ship 300 meters away that is completely unoccupied – but hardly anyone knows about it. We want to avoid

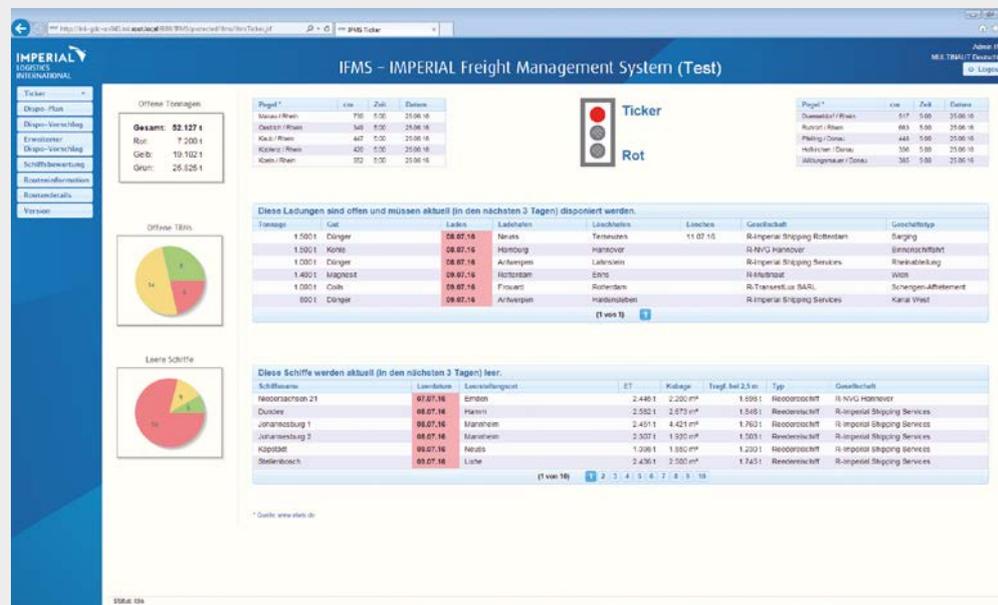
such a waste of resources in the future with a new e-commerce platform named the IMPERIAL Freight Management System, or IFMS in short.

duisport Magazine: And how is it supposed to work?

Kleiner: With IFMS, we have created an online platform which will allow barge owner-operators to specify when, at what capacity and at which

The IFMS-Ticker

The ticker shows open cargoes on the flat screens in schedulers' offices and schedules ships according to the traffic light system. In "red light" status, the ticker displays all cargoes pending within the next three days are ships that will become empty within the next three days. "Yellow light" shows all cargoes or ships lined up for the next four to ten days, and "green light" status shows all information with a lead time of over ten days. The colors switch automatically according to defined time criteria. In addition, a pie chart indicates the current status of the individual traffic light phases.



Grafik: IMPERIAL

duisport Magazine: What is your current status as far as the development and launch of the system?

Kleiner: Large 55 inch flat screens on which the IFMS Ticker is running have already been installed in our schedulers' offices. Every scheduler in every office should be able to take a quick look at the ticker to remain informed of the current situation, regardless of which of our shipping companies and the location at which he or she works.

duisport Magazine: Do you mean that you first plan to use the system to complete your internal tasks?

Kleiner: That's absolutely correct. We will first organize processes between our locations to be more transparent

IFMS in a nutshell

IFMS stands for IMPERIAL Freight Management System and refers to a web-based e-commerce platform that brings shipping space and cargo together. The objective is to optimize ship scheduling, thereby better utilizing the ships. In the first step, only the fleet belonging to IMPERIAL and the internal cargo volume of all IMPERIAL locations will be merged in a single internal marketplace. Schedulers from all IMPERIAL locations will inform themselves in real time about outgoing cargo and the available ships using screens installed in the offices. At the beginning of 2017, IFMS will be opened to barge owner-operators, and the platform is set to be released for external shippers starting in mid-2017. Basically, IFMS functions similarly to freight and vehicle exchanges that have been used for a long time in road cargo transport. Moreover, IFMS simplifies the transport process on board, as registered ships can very easily send information such as positions or load-delete documents using a mobile app



The 110-meter-long dry freight ship MS DUNDEE belongs to the IMPERIAL-owned fleet and is primarily employed in the Rhine area.

and work with a more system-based approach.

duisport Magazine: What do you mean by that exactly?

Kleiner: For example, entering data promptly so that we can prepare documents for skippers and customers automatically from the system within a short time. This is also sure to change processes within our organization. The required administrative work will decrease, and schedulers will have more freedom for other tasks.

duisport Magazine: Will the electronic system render the traditionally highly personal contact between the ship and the scheduler superfluous?

Kleiner: Not at all. Customers or barge owner-operators who would prefer to be assisted by telephone are still free to do so. We regard IFMS as a system-supporting link between ship and cargo. But we are going to transfer our entire annual shipment volume of 50 million tons to the IFMS – a volume that may convince many barge owner-operators to participate in the marketplace.

duisport Magazine: What time frame have you set for full operations?

Kleiner: Once the ships have been integrated – and that will happen between October 2016 and January 2017 – our customers will be able to feed their cargo directly to the IFMS starting in mid-2017.

duisport Magazine: To you think that the IFMS will stir up the German internal inland waterway market due to the magnitude of the cargo volume and the number of connected ships alone?

Kleiner: I want to be careful with superlatives, but in comparison to the previous workflows, an e-logistics platform with this spread may be revolutionary by internal waterway shipping standards.

duisport Magazine: Mr. Kleiner, thank you very much for your time.

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Rhenus Port Logistics Duisburg



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Inland waterways transport with tradition.

(dü) When Thomas Maaßen, Managing Director of Rhenus Port Logistics, passes through the stairway to his office on the second floor of Rhenus Port Logistics Headquarters in August Hirschstraße, he is inevitably reminded of the more than two centuries old roots of his company at the Duisburg location: „In our subsidiary Rhenus Partnership, the most traditional players in inland waterway transport and port handling on the Rhine have come into being, including Reederei Stinnes founded in Duisburg in 1808, Reederei Fendel founded in 1875, Westfälische Transport AG founded in 1897, the French Rhine shipping company CFNR founded in 1919, but also the over 100-year-old company Rhenus itself. The history of this company has been documented by large-scale historical

oil paintings with scenes from inland waterway transport at different stations of the Rhine, but also numerous ship models, from the wooden „Ruhraak,“ the transport ship from the Wilhelmine period 200 years ago, to 150-year-old paddle steamers and 50-year-old push boats, all the way to state-of-the-art push barge combinations, such as the RHENUS DUISBURG put into service last year.

Inland waterway transport with tradition

Thomas Maaßen links the tradition and modernity of his company with justifiable pride: „Of course we don't take the tradition-steeped history of our company as a cause for complacency, but as a documentation and an incentive that we have risen to

the ever-changing challenges of the markets and meet the demands of the modern logistics world with intermodal transport chains and their digital linkage and integration with the information systems of our customers.“ Over 350 inland water vessels are controlled from Duisburg, from channel-going barges to push barge combinations with a carrying capacity of 700 to 6,500 tons which transport approximately 44 million tons of bulk cargo, heavy piece goods, and containers per year for the Rhenus Group. „20% of the transport volume is conveyed with our own inland vessels, with motor ships of various sizes, push boats and pusher barges, as well as state-of-the-art push barge combinations employed in various areas of navigation, from the Rhine to the Dan-

ube or the Oder and Elbe to the Seine and the Rhone," reports Maaßen about the fleet structure and the areas of navigation. The inland waterway vessel activities controlled by Duisburg include service companies such as the inland vessel bunker service Rheintank and the Bilgenentölungsgesellschaft, shareholdings in ship-loading companies in Belgium and the Netherlands, and subsidiary and associated companies on the Danube and in France.

Commitment to the Duisburg location

It is no coincidence that Duisburg was chosen as the site for managing the diverse activities of the Rhenus Port Logistics business area. „Duisburg is number one for river/maritime traffic, in bulk goods logistics, and container transport – in sum the leading hinterland location in Europe with enormous growth potential from which we have profited in the past and we wish to continue to profit from in the future,“ Maaßen is convinced. In addition to the strategic management of Rhenus activities in 16 European inland ports, from Antwerp to Danzig in the North and Baltic seas and Marseilles in the Mediterranean up to Galati in the Black Sea, the Duisburg headquarters also coordinate Rhenus operations in 36 European inland ports, from Wesel



With the push barge combination Rhenus Duisburg, which went into service in 2015, Rhenus is documenting its special relationship with the largest inland port in Europe.

to Basel on the Rhine to channel ports such as Dortmund and Hildesheim all the way to Warsaw and Moscow.

Independent subsidiaries

The independent subsidiary companies in Duisburg include the river/maritime shipping company Rhenus Maritime Services GmbH, a charterer and shipping company active throughout Europe operating with 15 company-owned and 63-controlled coastal motor vessels. Technical services for the Rhenus-owned inland waterway, service, and river/maritime ships are

carried out by the Duisburg-based Rhenus-Schiffsmanagement GmbH.

Rhenus Scharrer GmbH offers full-service logistics in the ports of Duisburg and Wesel for bulk and piece goods with unit weights up to 300 t. The company has an outdoor area of over 100,000 square meters and multifunctional halls, as well as its own transshipment points in the Duisburg outer port and the Hochfeld south port with water, rail, and road connections. The most recent member of the Duisburg Rhenus family is ALS Allgemeine Land- und Seespedition GmbH. Taken over in Spring 2016, the company manages operating areas at locations in the Duisburg Parallelhafen and Bottrop covering 80,000 square meters which feature 7 crane facilities, various warehouses, and an internationally active shipping department. Rhenus Port Logistics also includes the container service provider Contargo, which is a founding shareholder of the first combined terminal in logport I in Duisburg Rheinhausen DIT. The company also has its own rail and ship transports which use other container terminals among the nine located in the Duisburg ports.



Thomas Maaßen, Managing Director of Rhenus Port Logistics.



12,000 tonnes of coal on the Rhine - the push barge combination Rhenus Duisburg fully loaded.

The growth industry Rhenus Rail

Another rather new Rhenus operation in Duisburg is Rhenus Rail GmbH. Founded in 2015, its services are used by Rhenus-owned logistics companies as well as by customers from intermodal transport, maritime hinterland transport, and high-volume shippers in the bulk goods, automotive, agrarian, and chemical sectors. „Our focus in this endeavor is on individually tailored concepts in block train solutions with both nationally and internationally consistent production from one source. For the production of block trains, we procure suitable rail car equipment by customer request. In addition, we can also access the right equipment for an efficient handling

process at many of our own multimodal terminals for cargo handling from maritime ship, for example, to railway or from railway to truck,“ as Maaßen explains the broad service range. To complement this, the rail forwarder Rhenus Rail Logistics realizes integrated railway logistics concepts for forwarding companies, scheduled cargo traffic, supply chain management, and traction.

Moreover, the rail transport companies belonging to the Rhenus Group provide for their own traction throughout Europe. These include Rhenus Rail St. Ingbert, which established itself on the market as early as 1996 and has produced trains independently

as a private provider throughout Germany for over 20 years. The company’s activities are focused on the south/southwest region of Germany, where Rhenus Rail maintains its own operation sites in Mannheim, Worms, and Freiburg apart from its headquarters in St. Ingbert/Saar. In addition to long-distance traffic, Rhenus Rail St. Ingbert especially offers last mile transportation and shunting services. Rhenus has used its close contacts and cooperations with French railways to achieve a leading market position in cross-boundary transport.

Based in Orsoy and Moers, the majority shareholding NIAG connects the Rhine-Ruhr region and the ARA ports,

using its own equipment to carry out local railway transports on their own network as well as both regional and national external network transports. „With the majority acquisition of Crossrail at the beginning of 2015, we have considerably expanded our area of operations in transalpine transport between Benelux, Germany, Switzerland, and Italy, as well as on the Belgium-Romania axis,“ reports Maaßen. „Thanks to our 50% share in LTE Logistik- und Transport-GmbH, we have now increased our focus since the end of 2015 on traction and production possibilities in Austria, Slovakia, Czech Republic, Hungary, and Romania.“

With these shares, Rhenus has a total of over 12 country licenses that allows it to serve almost all continental cargo centers in Europe. As Maaßen explains: „We do this with a total of roughly 140 of our own locomotives, long-distance and shunting machines of different performance classes and national approvals, the respective suitable cars being rented or placed by the customers. Our objective is cost leadership in traction in order to use a large share of our own railways services in as many areas of the Rhenus organization as possible.“

Future growth prospects

When asked about the growth prospects in the inland waterway transport sector, Thomas Maaßen identifies

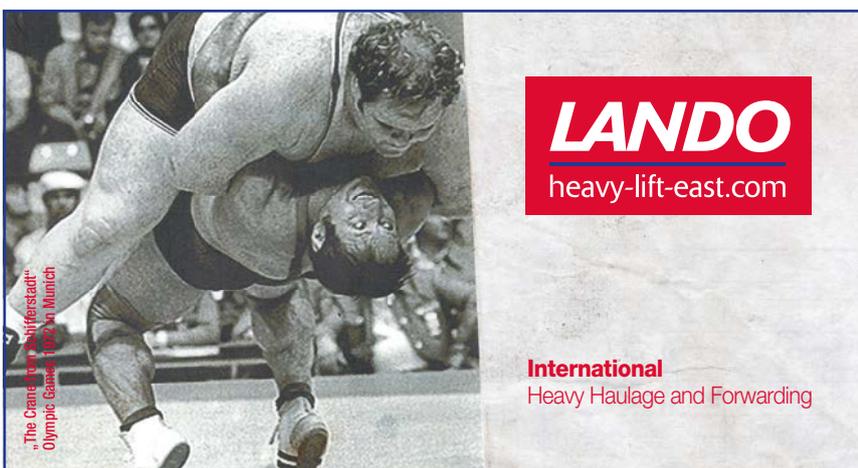
container transport in the hinterland of the ports at the mouth of the Rhine and the Bremen ports and the activities in France and on the Danube. „Inland waterway transport is the only mode of transport with considerable capacity reserves in infrastructure, which opens long-term growth opportunities for container transport to the hinterland as a market segment. With our subsidiary Contargo, we are represented over a wide area with our own terminals so that we can take transport management into our own hands,“ Maaßen explains. After taking of the French shares of Wincanton and the Rhine shipping company CFNR and integrating them, Rhenus is now well situated with its own shipping and handling activities on the Rhine/Saône, in the Paris Basin, in Northern France, and on the French Moselle and sees significant growth prospects in these areas.

On the Danube, Rhenus has two subsidiaries: Rhenus Mierka Danube Shipping founded in 2012, with headquarters in Krems and subsidiary companies in Regensburg, Belgrade and Constanta, operates its own ship convoys and cargo motor vessels that transport goods between the ARA ports and the Danube region as well as on the lower Danube. A close cooperation is maintained with the Serbian port and internal waterway transport logistics service provider CFND in Bel-

The **Rhenus Group** is an internationally operating logistics service provider with an annual revenue of 4.6 billion. Rhenus has 500 locations with a workforce in excess of 26,000 employees. The business areas Contract Logistics, Freight Logistics, and Port Logistics stand for the management of complex supply chains and for innovative value-added services. The headquarters of Rhenus Port Logistics, which has a sales share of € 2 billion, making it the most important Group area, is Duisburg. Here, in addition to a variety of transshipment and warehousing services in seaports and inland ports, Rhenus also controls the railway, inland waterway, and river/maritime transport sectors

grade, which Rhenus took over in 2015 and which operates its own push boat convoys on the lower Danube. „Considerable investments in agriculture, industry, and infrastructure are being made in the countries bordering the Danube. In this regard, we see good medium-term growth potential here and intend to realize it with additional investments in our own fleet and in handling and logistics facilities,“ Maaßen reveals.

Thomas Maaßen considers the recipe for the success of Rhenus activities in the area of port logistics to be based in the high self-responsibility of managers and employees in the individual companies: „The second success factor is the host of long-term relations with customers that have been reliably served by us again and again with customized, innovative logistics services – and that for over 100 years!“





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The Duisburg philharmonic orchestra provided live accompaniment for the film 300 Years Port of Duisburg as the opening even for the ceremonial act.

„In all 300 years of its existence, the Port has never stood still. It has frequently been a trend-setter and a provider of new impulses. We have done much, but there is still lots of work to do,“ says Erich Staake. The Chief Executive Officer is referring to „his“ company, Duisburger Hafen AG. On Friday, September 16, 2016, the world’s largest inland port celebrates its 300-year anniversary with a festive ceremony followed by a gala dinner.

Almost 500 invited guests from politics, industry, science, and culture

attended the event at the large white tent on Duisburg’s „Mercatorinsel.“ The event was headed by Federal Transportation Minister Alexander Dobrindt, who stood in for Federal Chancellor Dr. Angela Merkel, who had to decline the invitation due to the EU „Brexit Summit,“ as well as North Rhine-Westphalia’s Premier Hannelore Kraft and Duisburg’s Lord Mayor Sören Link. After that, at the beginning of the festive ceremony, the guests experienced a premiere event: an eight-minute documentary film which shows the important milestones in the 300-

year history of the port with succinct and impressive sequences. The video was accompanied by „live“ music from the Duisburg Philharmonic – a four-part suite by Prof. Bernhard Eichner.

Port of the Future

In his welcoming address, Host Staake reminded the guests that the Port has often been a trend-setter during its history – flexible, adaptable and often prescient: „Even the first dock for coal vessels demonstrated the visionary outlook of the time. After all, industrial mining was still in its infancy in 1716.“ Similarly, Duisburg has also „made itself fit for container handling long before other competitors“ in the last century. In an elaborate history book, the duisport Group offers the following description on the occasion of its anniversary in Staake’s words: „how the ‚Port of the Future,‘ the gate to the future for Duisburg, North-Rhine Westphalia, Germany and central Europe, was established at this site.“ Now the focus is on continuing



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The gala-location at the Mercatorinsel.

to strengthen the global connectivity and regional anchoring of the Port with new strategies and new digital technologies.

At this time, the ports in Duisburg handle almost 130 million tons of goods. More than 3.5 million tons are moved in containers – the highest container rate of all global inland ports. The Port has become a job engine for the entire region, with a current employment effect of 45,000 regular workplaces. Three hundred companies around the port generate about € 3 billion in added value every year. A total of 20,000 vessels and 20,000 trains travel from Duisburg to more than 80 national and international destinations; to seaports, the European hinterland and to the Asian region as far as China.

Alexander Dobrindt, Federal Minister of Transport and Digital Infrastructure: „300 years of the Port of Duisburg: That’s 300 years of the eventful and above all moving history of growth, prosperity, and labor for our country. The Port of Duisburg has made a decisive mark on the economic success



At the festive ceremony (f. l. t. r.): Sören Link (Duisburg’s Lord Mayor), Hannelore Kraft (North Rhine-Westphalia Premier), Erich Staake (CEO of Duisburger Hafen AG) and Alexander Dobrindt (Federal Transportation Minister).

story of Germany and is now a vibrant marketplace at the heart of Europe. Germany is the world champion of both exports and logistics – a success that would have been unthinkable without the Port of Duisburg.“

North Rhine-Westphalia Minister President Hannelore Kraft noted: „The 300-year anniversary of the Port of Duisburg is indeed a grand birthday,

and a unique success story. The Port was and continues to be an engine for the transformation of the region – and also for North Rhine-Westphalia, Germany and Europe. The development of the Port of Duisburg is a good sign for North-Rhine Westphalia – yes, we can manage transformation and the future – and I am sure that this success story will continue.“ She also praised the logistics and transportation indus-



“Germany is the world champion of both exports and logistics – a success that would have been unthinkable without the Port of Duisburg“, says Alexander Dobrindt in his speech.

Grand duisport family festival

On the occasion of the 300th birthday of the Port, the duisport Group then invited all its employees for a grand family festival on Duisburg’s Mercatorinsel on Sunday, September 18.

The popular WDR 2 presenter Steffi Neu guided the guests through the diverse program with great charm and wit. Be it the bouncy castle, the bungee trampoline, face painting, a raffle with great prizes, or show acts such as the interactive concert of the Little Piano School and the Fliegende Homburger: a colorful variety of program offerings and fantastic live music made for a lot of fun and entertainment for young and old.

The duisport employees from all locations were cordially invited along with their families to celebrate „their“ port – and the weather luckily played along.



Fun for young and old alike: More than 900 employees visited the family festival.

try for its creativity and courage in searching for joint solutions. „Duisburg and the Port of Duisburg have joined forces to tackle the reality of structural change. Today, the Port is an impressive symbol of strength. This is exactly the kind of attitude we need and that we promote here in North-Rhine Westphalia. If we invest in our infrastructure with combined and coordinated effort, we will not only cope with the huge challenges in this area, but will also lay the foundation for new wealth and make our country permanently fit for the future.“

In his capacity as the shareholder representative for the city, Duisburg's Lord Mayor Sören Link stressed: „The Port is the pivotal point in the industrial life in our city and as such is an indispensable player in the federal state, as 22,000 workplaces in Duisburg depend directly on the port. Therefore, the Port's continued further development is very important to us – and as a city, we will do what can in this regard.“



A charming moderator: WDR 2 moderator Steffi Neu.

Landmark for the city and the port

With a performance of the „Rheinische Sinfonie,“ the Duisburg Philharmonic closed the festive ceremony, which was led by WDR presenter Steffi Neu. After a short break, she also emceed

the gala dinner that followed. At the dinner, guests were served a special appetizer in the form of a film documenting the creation and unveiling of a piece of art as a birthday present by the port company to its city: „Echo of Poseidon,“ a ten-meter-high bronze sculpture by the famous sculptor Prof. Markus Lüpertz. Port head Staake and the artist spoke to Neu about the background of the origin of this work. After the discussion and the film performance, the view was opened to the brightly illuminated sculpture, which is located a few meters away, drawing the attention of all passing skippers and Rhine tourists to the port and the city of Duisburg. „It is a permanent landmark for the port and for Duisburg,“ says port head Staake. „And Markus Lüpertz promised us that it will outlast us all, perhaps another 300 years, hopefully alongside the Port of Duisburg.“

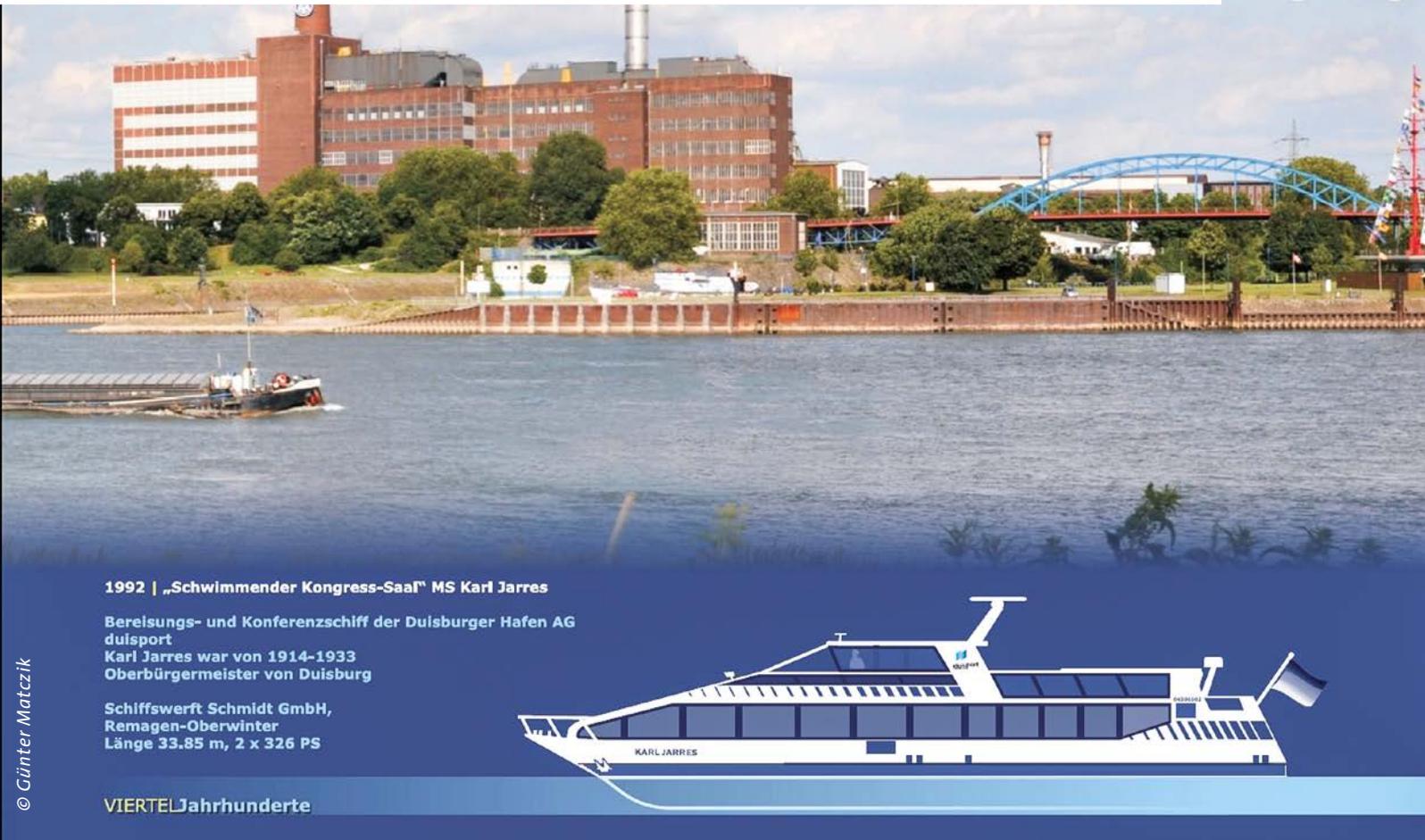
**World premiere
300 Port Years – Four Suite Movements**

The guests at the festive ceremony held by the Port experienced the premiere of the eight-minute anniversary film „300 Years of the Port of Duisburg“ and thus also a musical world premiere. For the Duisburg Philharmonic accompanied the filmed scenes from

the eventful history of the port with a specially composed and rehearsed suite with four movements. Prof. Bernhard Eichner, composer and composition teacher at Folkwang University in Essen, composed the work. The work's sound structures provide a matching musical framework for the four main sections of the image sequence. Film and music „flow like water,“ blending together to form a unit that the composer Eichner describes as follows: „Elements of earlier music meet forms of expression from contemporary film music.



Shop windows facing the Rhine



1992 | „Schwimmender Kongress-Saal“ MS Karl Jarres

Bereisungs- und Konferenzschiff der Duisburger Hafen AG
duisport
Karl Jarres war von 1914-1933
Oberbürgermeister von Duisburg

Schiffswerft Schmidt GmbH,
Remagen-Oberwinter
Länge 33,85 m, 2 x 326 PS

VIERTELJahrhunderte

© Günter Matczik

(Iw) Bleak shop windows in vacant shops: On Friedrich-Ebert-Straße in Duisburg's Laar district, this is an image that is to become part of the past.

In cooperation with property owners, the EG DU Entwicklungsgesellschaft Duisburg under the project management of Anke Gorres has come up with a creative idea to give the former shopping street back its visual appeal.

Since November, colorful collages now decorate a total of 14 windows in the vacant shops. The large-sized photo collages made by property designer Günter Matczik show Laar's Rhine dike together with motifs of Rhine navigation from the past 300 years. A reference not only to the historical

connections of the district to the port, but also a view of the uniquely favorable location that Laar has on the Rhine today. For the artist, it was important when designing the work to take up the history of the port. This was in turn a welcome opportunity for Duisburger Hafen AG to support the project on the occasion of the port's 300th birthday. The collage's motifs even include such special details as the beluga whale „Moby Dick“ that surfaced in Duisburg 50 years ago.

The EG DU now hopes that additional property owners will follow suit and also have their shop windows designed – the multifaceted port offers enough motifs for the purpose, in any case.

While it is not expected that the shop window campaign will lead to retailers or service companies finding their way back to Laar, the district still has a lot of potential, not least thanks to its direct location on the Rhine, according to Anke Gorres.

Whoever wishes to get their own idea of the colorful shop windows is cordially invited to take a winter stroll through Laar.



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LINER CONNECTIONS

INLAND CONTAINER TRANSPORT

International	from Duisburg	Shipping Company	Terminal	Ship type*
Belgium				
Antwerp	4 x per week	1	RRT, GWW	B
Antwerp	3 x per week	5	DeCeTe	B
Antwerp	5 x per week	7	DeCeTe/DIT/ D3T/GWW	B
Antwerp	2 x per week	4	DeCeTe	B
The Netherlands				
Rotterdam	5 x per week	6	DeCeTe	B
Rotterdam	6 x per week	7	DIT/D3T, GWW, DeCeTe	B
Rotterdam	5 x per week	1	RRT, GWW	B
Rotterdam	5 x per week	4	GWW	B

SEA-GOING CONTAINER TRANSPORT

International	from Duisburg	Shipping Company	Terminal	Ship type*
Azerbaijan				
Baku via Georgien	1 x per week	11	DeCeTe	B/S
Finland				
Helsinki	7 x per week	3	DeCeTe	B/S
Oulu, Kemi, Tornio (via Klaipeda)	3 x per week	3	DeCeTe	B/S
via Kotka	2 x per week	11	DeCeTe	B/S
via Mäntuluooto	1 x per week	11	DeCeTe	B/S
Georgia				
Poti	1 x per week	11	DeCeTe	B/S
Great Britain				
Hull, London	5 x per week	11	DeCeTe	B/S
Tilbury	4 x per week	11	DeCeTe	B/S
Thamesport	1 x per week	3	DeCeTe	B/S
Teesport	1 x per week	3	DeCeTe	B/S
Grangemouth (Schottland)	1 x per week	11	DeCeTe	B/S
Ireland				
Belfast	1 x pro Woche	11	DeCeTe	B/S
Cork	2 x pro Woche	11	DeCeTe	B/S
Dublin	2 x pro Woche	11	DeCeTe	B/S
Waterford	2 x pro Woche	11	DeCeTe	B/S
Kazakstan				
via Riga	4 x per week	3	DeCeTe	B/S
Latvia				
Riga	4 x per week	3	DeCeTe	B/S
Tallinn	2 x per week	11	DeCeTe	B/S
Lithuania				
Klaipeda	3 x per week	3	DeCeTe	B/S
Norway				
Flekkefjord, Husoy, Bergen, Tananger, Maloy, Alesund, Larvik, Frederikstad, Moss	1 x pro Woche	11	DeCeTe	B/S
Oslo, Kristiansand	2 x per week	11	DeCeTe	B/S
via Brevik	1 x per week	11	DeCeTe	B/S
Poland				
via Gdynia	2 x per week	11	DeCeTe	B/S

Russia				
Moskau	2 x per week	11	DeCeTe	B/S
St. Petersburg	6 x per week	3	DeCeTe	B/S
St. Petersburg	2 x per week	11	DeCeTe	B/S
Ust-Luga	1 x per week	3	DeCeTe	B/S
Schweden/Dänemark				
Varberg, Stockholm, Sundsvall, Umea/Holmsund, Helsingborg	1 x per week	11	DeCeTe	B/S
Ukraine				
via Klaipeda	3 x per week	3	DeCeTe	B/S

LINER CONNECTIONS

SEA-GOING CONTAINER TRANSPORT

International	from Duisburg	Shipping Company	Terminal	Ship type*
Spain/Portugal				
Bilbao, Leixões	2 x per week	11	DeCeTe	B/S
Gijon, Vigo, Lisbon	1 x per week	11	DeCeTe	B/S
Sweden/Denmark				
via Gothenburg	2 x per week	11	DeCeTe	B/S
via Oxelösund	1 x per week	11	DeCeTe	B/S
Södertälje	1 x per week	11	DeCeTe	B/S
Aarhus	4 x per week	11	DeCeTe	B/S
Urkaina				
via Klaipeda	3 x per week	3	DeCeTe	B/S

CONVENTIONAL SEA-GOING TRANSPORT

International	from Duisburg	Shipping Company	Ship type*
Denmark			
	weekly	2	S
Great Britain			
East Coast UK	daily	6, 9	S
Sutton Bridge, Flixborough	week	2, 6, 10	S
Sweden			
	weekly	2	S
East-Spain			
	weekly	6	S
North-Spain			
	weekly	6	S

TRAMP/TRANSPORT PROJECT CARGO

CONVENTIONAL SEA-GOING TRANSPORT - Regular sailings upon request

National	Shipping Company
German Baltic Ports (e. g. Kiel, Wismar, Rostock, Stralsund)	2, 9, 10, 12
International	
Denmark (e. g. Fredericia, Kopenhagen, Odense)	2, 6, 9, 10, 12
England (e. g. Grangemouth and all british Seaports)	2, 6, 8, 9, 10, 12
Finland (e. g. Saimaa-basin; Ports on the South and West Coast)	2, 6, 9, 10
France (e. g. Bordeaux, Caens, Le Havre)	2, 6, 9, 10, 12
Greece, Italy, Northern Africa all Ports on the Mediterranean Sea	2, 6, 8, 9, 10
Ireland (e. g. Cork, Drogheda, Fojnes)	2, 6, 9, 10, 12
Lithuania, Latvia, Estonia, CIS Countries all baltic Countries/Seaports	2, 6, 9, 10, 12
Mozambique	9
Norway (e. g. Oslo)	2, 6, 9, 10
Poland (e. g. Danzig, Gdynia, Stettin)	2, 6, 9, 10, 12
Portugal (e. g. Aveiro, Figueira, Leixoes, Lissabon, Setubal)	2, 6, 8, 9, 10, 12
Russia (e. g. St. Petersburg)	2, 6, 9
Scotland	2, 6, 9, 10, 12
Sweden (e. g. Göteborg, Malmö, Sölvesborg, Stockholm)	2, 6, 9, 10, 12
Scandinavia	2, 6, 8, 9
Spain (e. g. Aviles, Bermeo, Bilbao, Pasajes, Santander)	2, 6, 8, 9, 10, 12
Turkey, Black Sea	2, 9, 8

SHIPPING COMPANIES

Name	Telephone	E-Mail
1. Alcotrans Container Line B.V.	+ 31 (0) 88-8 760 220	info@alcotrans.nl
2. Amadeus Schiffs- und Speditions GmbH	+ 49 (0) 203-5 79 40	chartering@amadeus-schiffahrt.de
3. Containerships	+ 49 (0) 203-519 250 10	sales@containerships.de
4. CONTARGO GmbH & Co. KG		info@contargo.net
5. H & S Container Line GmbH	+ 49 (0) 203-80 03 265	info@hs-containerline.com
6. HSW Logistics GmbH	+ 49 (0) 203-80 03-0	info@hsw-logistics.com
7. HTS intermodaal b.v.	+ 31 (0) 183-66 88 66	willemvaneijk@htsgroup.nl
8. Meerpahl & Meyer GmbH	+ 49 (0) 203-7 13 96 90	duisburg@meerpahl-meyer.eu
9. Rhenus Maritime Services GmbH	+ 49 (0) 203-80 4-247	info.rms@de.rhenus.com
10. Saar-Rhein-Transportgesellschaft mbH	+ 49 (0) 203-80 07 60	srt@saarrhein.de
11. Samskip B.V.	+ 49 (0) 211-6 50 44 70	duisburg@samskip.com
12. See-Transit Schiffs- und Speditions-ges. mbH	+ 49 (0) 203-28 08 08-0	operating@seetransit.de

TERMINALS

Name	Telephone	E-Mail
DeCeTe Duisburger Container-Terminal GmbH	+ 49 (0) 203-80 90 600	info@decete.de
DIT Duisburg Intermodal Terminal GmbH	+ 49 (0) 2065-49 92 65	zentrale@dit-duisburg.de
GWV	+ 49 (0) 203-31 85 622	gateway@rrt.container-terminal.de
RRT Rhein-Ruhr Terminal GmbH	+ 49 (0) 203-31 85 60	info@rrt.container-terminal.de

* B: Barge, V: Vessel (Short Sea), B/V: Barge/Vessel

All data in the shipping list are based on information provides by the shipping companies.



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- Shipping across rivers, seas and lakes with our ecological fleet for more than 60 years.
- Transport of all kinds of products such as steel, paper, agricultural, general and hazardous goods.
- Frequent shipments between Duisburg and UK. Also to book as flexible door-to-door traffic.

Rhenus Maritime Services GmbH

Shipping · Chartering

Krausstraße 1a
47119 Duisburg (Ruhrort)

Telephone
+49 (0)203 / 804 - 0

Fax
+49 (0)203 / 804 - 255

info.rms@de.rhenus.com
www.rhenus.com



Important combined water and rail destinations.

- National railway transportation
- International railway transportation
- Ship connections
- Indirect connections

- 1 - 7 = Montay - Sunday
- Dep. - Day of departure
- Arr. - Day of the arrival
- Op - Operator
- A - Arrival on same day
- B - Arrival one day later

- C - Arrival two days later
- D - Arrival three days later
- E - Arrival four days later
- F - Arrival five days later
- G - Arrival six days later

OPERATORS

Name	Telephone	Fax	E-Mail
1 DistriRail B.V.	+ 31 (0) 10-20 10-716	+ 31 (0) 10-20 10-795	info@distrail.nl
2 duisport agency	+ 49 (0) 203-803-415	+ 49 (0) 203-803-430	dispo_dpa@duisport.de
3 Ewals Intermodal NV	+ 49 (0) 2065-89 3-0	+ 49 (0) 2065-89 31 99	joerg.wille@ewalsintermodal.com
5 Hupac	+ 41 (0) 90-6 95 29 20	+ 41 (0) 90-6 95 28 01	avalenti@hupac.ch
6 Interferryboats	+ 32 (0) 32 70 27 00	+ 32 (0) 32 70 97 74	sales@interferryboats.be
7 Italcontainer	+ 39 (0) 5166-5 10 35	+ 39 (0) 5166-5 09 91	an.gennari@fslogistica.it
8 Kombiverkehr	+ 49 (0) 69-79 50 50	+ 49 (0) 69-79 50 51 19	Info@kombiverkehr.de
9 Metrans	+ 42 (0) 267 29 31 36	-	hornik@metrans.cz
10 PCC	+ 48 (0) 585858 210	-	sales.intermodal@pcc.eu
11 Rail Cargo Austria	+ 43 (0) 5 77 50	+ 43 (0) 5 77 50 700	info@railcargo.at
12 Rhein-Ruhr-Terminal Gesellschaft	+ 49 (0) 203-31 85 60	+ 49 (0) 203-31 85 622	info@rrt.container-terminal.de
13 Samskip	+ 31 (0) 38 385 2623	+ 31 (0) 38 385 2627	niels.van.derwilt@samskipvandieren.com
14 Trans Eurasia Logistics GmbH	+ 49 (0) 30-29 75 48 00	-	guchmazova@trans-eurasia-logistics.com
15 BALO	+ 90 (0) 232 479-0999	+ 90 (0) 232 479-4888	info@balo.tc
16 CFL	+ 352 (0) 519 810 1	+ 352 (0) 519 810 611	christian.nowag@cfl-mm.lu
17 Far East Land Bridge	+ 49 1 516 701 2299	-	jshan@fareastlandbridge.com
18 Minsheng	+ 86 (0) 23 65885550	-	huangbo@msshopping.com
19 IRS InterRail Services GmbH	+ 49 30 42 26 15 12	+ 49 30 42 26 15 40	info.irs@interrail.ag
20 ERS Railways B.V.	+31 10 4285200	+31 10 4285210	info-nl@ersrail.com
21 Ruhrtalbahn Cargo GmbH	+49 241 538073 50	-	dispo@rtb-cargo.de
22 Contargo AG	+41 61 639 36 36	-	-
23 CTD Container Terminal Dortmund	+49 231 998 91-0	-	info@ctd-dortmund.de
24 Polzug	+49 40 74114538	-	guido_bartel@polzug.de
25 Swissterminal AG	+41 61 906 45 45	-	info@swissterminal.com

TERMINALS

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D3T	+ 49 (0) 2065-678380	+ 49 (0) 2065-6 783820	rail.operations@d3t-duisburg.de
DIT	+ 49 (0) 2065-49 90	+ 49 (0) 2065-49 92 90	info@dit-duisburg.de
DKT	+ 49 (0) 2065-89 35 00	+ 49 (0) 2065-8 93 50 20	contact@dkd-duisburg.de
DUSS	+ 49 (0) 203-80 90 50	+ 49 (0) 203-8 09 05 55	duss-duisburg-terminalleitung@deutschebahn.de
GWW	+ 49 (0) 203-31 85 60	+ 49 (0) 203-31 85 622	gateway@rrt.container-terminal.de
logport III	+ 49 (0) 203-803 4427	-	dpa-bahn@duisport.de

All data in the rail schedule are based on information provided by the operators without engagement.

CONNECTIONS FOR COMBINED TRANSPORTATION

National	From Duisburg		To Duisburg		Operator	Terminal
	Dep.	Arr.	Dep.	Arr.		
Bönen	1-6	A	1-6	A	12	GWW
Bremerhaven-Nordhafen	1-5	C	1-5	C	2	DIT/D3T
Buna	-	-	6	C	5	DUSS
Buna	1-6	B	2-5	B	5	DUSS
Dortmund	2,4,6	B	2-6	B	23	DeCeTe
Frankfurt/Oder	1,3,5	B	1,3,5	B	10	DIT
Hamburg Süd-Waltershof	1-5	C	1-5	C	2	DIT/D3T
Hamburg-Billwerder	1-5	B	1-5	B	8	DUSS
Hamburg-Billwerder	-	-	7	B	8	DUSS
Hamburg-Billwerder	1,3,5	B	2,4	B	8	DUSS
Leipzig-Wahren	1-5	B	1-5	B	8	DUSS
Ludwigshafen (Rhein)	1-5	B	1-5	B	8	DUSS
Ludwigshafen (Rhein)	6	C	6	C	8	DUSS
Ludwigshafen	2,4	B	1,3	B	2	DIT
Ludwigshafen	5	D	5	D	2	DIT
Lübeck Skandinavienkai	1-5	B	1,7	B	8	DUSS
Lübeck Skandinavienkai	6	B	2-5	B	8	DUSS
Marl	1-5	A	1-5	A	2	DIT
Marl	1-4	B	1-4	B	2	DeCeTe
Marl	5	C	5	C	2	DeCeTe
Minden	1,3,5	B	2,4,7	B	12	GWW
München-Riem	1-4	B	1-5	B	8	DUSS
München-Riem	5	B	1-4	C	8	DUSS
Rostock	1,3	B	2,4	B	8	DUSS
Rostock	6	A	7	B	8	DUSS
Rostock	1-4	B	1-4	B	8	DUSS
Schwarzheide	5	D	6	C	5	DUSS
Schwarzheide	1-4	B	2-5	B	5	DUSS
Singen (Htw)	1-5	B	1-5	B	5	DIT
Stuttgart	1,3,5	B	-	-	12	RRT/GWW
Unna	1,3,5	A	1,3,5	B	12	GWW

International	From Duisburg		To Duisburg		Operator	Terminal
	Dep.	Arr.	Dep.	Arr.		
A - Austria						
Hall in Tirol	1-4	C	1,2	D	8	DUSS
Hall in Tirol	1,2,5	E	3,5	F	8	DUSS
Hall in Tirol	-	-	4	E	8	DUSS
Wels	1-5	B	2-4	B	8	DUSS
Wels	6	D	5	D	8	DUSS
Wels	-	-	6	C	8	DUSS
Wien-Nordwest (via Wels)	1-4	C	1-3	C	8	DUSS
Wien-Nordwest (via Wels)	5	D	4	E	8	DUSS
Wien-Nordwest (via Wels)	-	-	5	D	8	DUSS
WienCont	1,3,6	C	2,3,4	B	5	DIT
Wolfurt (via Frenkendorf)	2,3	C	3,5	C	25	D3T
B - Belgium						
Antwerpen	1-5	B	1-5	B	2	DIT/D3T/ GWW
Antwerpen	2,4,6	B	1,3,5	B	8	DUSS
Antwerpen	6	-	-	-	8	DUSS
CH - Schweiz						
Basel	1,3,5	B	2,4,7	B	22	D3T
Frenkendorf	4,7	B	4,6	B	25	D3T
CZ - Czech Republic						
Brno via Lovosice	1-4	C	1-3	C	8	DUSS
Brno via Lovosice	5	E	1,2,6	D	8	DUSS
Lovosice	1-4	B	1-4	B	8	DUSS
Lovosice	5	C	6	C	8	DUSS
Ostrava Paskov via Lovosice	1-4	C	1-3	C	8	DUSS
Ostrava Paskov via Lovosice	5	D	1,2,6	D	8	DUSS
Prerov via Lovosice	1-4	C	1-3	C	8	DUSS
Prerov via Lovosice	5	E	1,2,6	D	8	DUSS
Prag	2,4,6	B	1,3,5	B	9	DIT

International	From Duisburg		To Duisburg		Operator	Terminal
	Dep.	Arr.	Dep.	Arr.		
DK - Denmark						
Kopenhagen	1-5	B	1-5	B	13	logport III
Taulov via Hamburg	1-4	B	1-4	C	8	DUSS
Taulov via Hamburg	1,3	B	5	D	8	DUSS
Taulov via Hamburg	5	D	-	-	8	DUSS
Hoje Taastrup via Hamburg	2,3	C	1,2	D	8	DUSS
Hoje Taastrup via Hamburg	3	C	4	E	8	DUSS
Hoje Taastrup via Hamburg	4	E	5	F	8	DUSS
E - Spain						
Tarragona (Constanti) via Ludwigshafen	1-4	E	1-4	E	8	DUSS
Barcelona via Ludwigshafen	2	D	2,4	C	8	DUSS
Barcelona via Ludwigshafen	4	E	-	-	8	DUSS
Barcelona via Ludwigshafen	5	F	6	E	8	DUSS
Irun via Ludwigshafen	1,5	F	1,5	F	8	DUSS
Irun via Ludwigshafen	2,3,4	D	2,3,4	D	8	DUSS
FIN - Finland						
Helsinki via Lübeck	1-3,4,5	D	1-3,5,6,7	D	8	DUSS
Helsinki via Lübeck	6	C	-	-	8	DUSS
F - France						
Bayonne via Ludwigshafen	2	D	1	D	8	DUSS
Bayonne via Ludwigshafen	4	E	3	D	8	DUSS
Bayonne via Ludwigshafen	5	F	5	E	8	DUSS
Lyon	1-4	B	1-5	B	8	DUSS
Lyon	6	C	-	-	8	DUSS
H - Hungary						
Budapest	1-4,6	C	1,6	C	5	DIT
Budapest	-	-	3-5	B	5	DIT
Budapest via Wels	2	C	1	D	8	DUSS
Budapest via Wels	5	D	4	E	8	DUSS
I - Italy						
Bologna	1,3,5	C	1,3,5	C	7	DKT
Busto Arsizio/Gallarate	6	C	5	B	8	DUSS
Busto Arsizio/Gallarate	2,4	B	1,3	B	8	DUSS
Busto/Gallarate	1-4	B	1-4	B	5	DKT
Busto/Gallarate	5	D	6	C	5	DKT
Busto A/Gallarate	2,4	B	1,3,5	B	5	DUSS
Busto A/Gallarate	3	C	-	-	5	DUSS
Milano	2,4	B	2,4	B	7	DKT
Melzo	1,3	C	2,4	C	13	logport III
Melzo	5	D	6	D	13	logport III
Pomezia	1,3,5	B	3,5,7	B	20	DIT
Triest (via Ludwigshafen)	1,3,5	C	1,3	C	8	DUSS
Triest (via Ludwigshafen)	-	-	6	D	8	DUSS
Triest	1,3,6	B	1,3,6	B	13	logport III
N - Norway						
Alnabu (Oslo) via Kiel	1-3,5	D	1-3,5	D	8	DUSS
Alnabu (Oslo) via Lübeck	1-4,6	D	1-5	C	8	DUSS
NL - The Netherlands						
Rotterdam (APM2, Cobelfret, ECT, Euromax, RSC)	1-6	B	1-6	B	1	DIT/D3T
Rotterdam RSC	1-5	A	1-5	B	8	DUSS
Rotterdam RSC	1-3,5	B	4	B	5	DIT
Rotterdam RSC	6	C	6	C	5	DIT
Rotterdam RSC	-	-	2-4	A	5	DIT
Rotterdam RTB	1,2,4,5	A	1,3,4,7	A	21	DeCeTe
Rotterdam RTB	6	C	7	B	21	DeCeTe
Venlo Cabooter (ab Antwerpen)	-	-	1,2,4,6	B	2	DIT/D3T/ GWW

CONNECTIONS FOR COMBINED TRANSPORTATION

International	From Duisburg		To Duisburg		Operator	Terminal
	Dep.	Arr.	Dep.	Arr.		
PL - Poland						
Brzeg Dolny	1,2,4,5	F	1,2,2,6	F	10	DIT
Brzesc	1,2,4,5	G	1,2,2,2	F	10	DIT
Dabrowa Gornicza (via Schwarzheide)	2	C	2	D	8	DUSS
Dabrowa Gornicza (via Schwarzheide)	5	D	4	D	8	DUSS
Gadki (Poznan)	1,4	C	-	-	8	DUSS
Gadki (Poznan)	2,4,6	B	1,3,5	C	24	DIT
Gadki (Poznan)	-	-	6	C	24	DIT
Kutno	1,3,5	1,4	C	2	8	DUSS
Kutno	-	-	5	D	8	DUSS
Kutno	1,3,5	B	1,3,5	-	10	DIT
Wroclaw (via Gadki)	2	C	1,3,5	E	8	DUSS
Wroclaw (via Gadki)	5	D	5	D	8	DUSS
RO - Rumania						
Curtici via Budapest	3,6	D	2,5	F	5	DIT
Ploiesti via Budapest	3,6	G	2,5	D	5	DIT
RUS - Russua						
Moskau	2, 4, 6, 7	H	2, 4, 6, 7	H	14	DIT
S - Sweden						
Almhult	1-4	B	1-5	B	13	logport III
Almhult	5	D	-	-	13	logport III
Göteborg	1-5	B	1-5	B	13	logport III
Göteborg	6	D	6	D	13	logport III
Katrineholm	1-5	B	1-5	B	13	logport III
Katrineholm	6	C	6	C	13	logport III
Malmö	1-5	B	1-5	B	13	logport III
Malmö	6	C	6	C	13	logport III
Nässjo	1-4	B	1-5	B	13	logport III

Nässjo	5	D	-	-	13	logport III
Helsingborg	1,2,4-6	C	1,2,5-7	C	13	logport III
Helsingborg	1,2,4-6	C	1,2,5-6	C	13	logport III
International						
	From Duisburg		To Duisburg		Operator	Terminal
	Dep.	Arr.	Dep.	Arr.		
SK - Slovakia						
Bratislava (via Lovosice)	1-4	C	4	E	8	DUSS
Cierna nad Tisou (via Lovosice)	1-4	C	-	-	8	DUSS
SLO - Slovenia						
Ljubljana (via München)	1,3	C	1,3	C	8	DUSS
Ljubljana (via München)	5	D	1,5	E	8	DUSS
Ljubljana	1,3-5	C	2,3,5,6	C	11	DKT
TR - Turkey						
Ambarli via Triest	3	G	2	H	8	DUSS
Ambarli via Triest	-	-	5,7	F	8	DUSS
Istanbul (Pendik) via Triest	1, 3, 6	H	1, 3, 6	H	13	logport III
Istanbul (Pendik) via Triest	1,3,5	F	4,6	G	8	DUSS
Istanbul (Pendik) via Triest	-	-	2	H	8	DUSS
Haydarpasa via Triest	1,3	F	2	H	8	DUSS
Haydarpasa via Triest	5	G	2	G	8	DUSS
Haydarpasa via Triest	-	-	7	F	8	DUSS
Cesme via Triest	1,3	G	3,5	H	8	DUSS
Cesme via Triest	5	H	7	J	8	DUSS
TR Mersin Port via Triest	1,5	F	3	H	8	DUSS
TR Mersin Port via Triest	-	-	6	G	8	DUSS

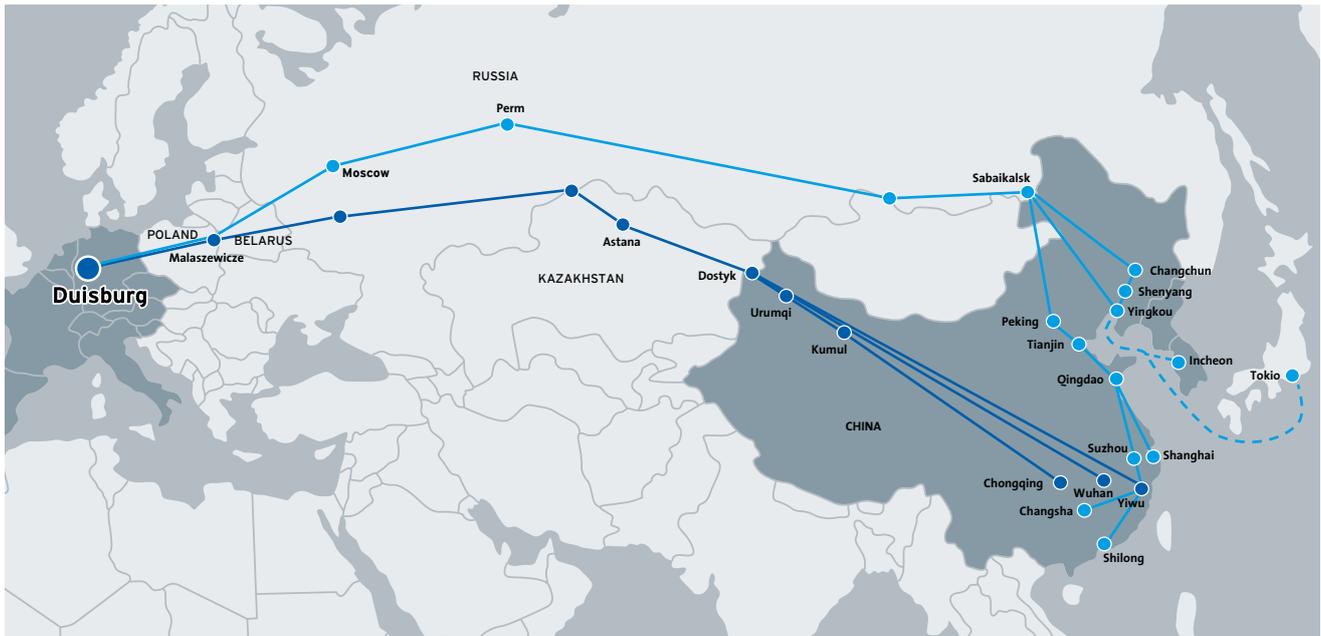


Your partner in highly-efficient transport chains



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TRANSCONTINENTAL CONNECTIONS FOR COMBINED TRANSPORTATION



Combined rail and water destinations.

● Northern Route ● South Route ● Main served areas
 - - - Indirect connections

1 - 7 = Montag - Sunday
 Dep. - Day of departure
 Arr. - Day of the arrival
 Op - Operator
 A - Arrival on same day
 B - Arrival one day later

C - Arrival two days later
 D - Arrival three days later
 E - Arrival four days later
 F - Arrival five days later
 G - Arrival six days later

Transcontinental	von Duisburg		nach Duisburg		Operateur	Terminal
	At	Et	At	Et		
CHN - China						
Beijing	2,3,6	-	2,3,6	-	17	DIT
Changchun	2,3,6	-	2,3,6	-	17	DIT
Changsha	-	-	6	-	17	DIT
Chongqing	2,3,6	-	-	-	17	DIT
Chongqing	2,3,6	-	-	-	18	DIT
Chongqing	2,3,6	-	2,3,6	-	19	DIT
Dalian	2,3,6	-	-	-	17	DIT
Qingdao	2,3,6	-	-	-	17	DIT
Yingkou	2,3,6	-	2,3,6	-	18	DIT
Yiwu	4	-	-	-	18	DIT
Yiwu	5	-	5	-	19	DIT

Transcontinental	von Duisburg		nach Duisburg		Operateur	Terminal
	At	Et	At	Et		
CHN - China						
Shenyang	2,3,6	-	2,3,6	-	17	DIT
Shilong	-	-	5	-	17	DIT
Suzhou	2,3,6	-	6,7	-	17	DIT
Tianjin	2,3,6	-	2,3,6	-	17	DIT
Wuhan	2,4,6	-	-	-	14	DIT
JPN - Japan						
Tokio	2,3,6	-	-	-	17	DIT
KOR - Südkorea						
Incheon	2,3,6	-	2,3,6	-	17	DIT

duisport – The Port

The port of Duisburg, at the confluence of the Rhine and Ruhr, is the largest inland port in the world with handling volumes of 130 million tonnes and value creation of 3 billion euros per year.

The trimodal (water, rails and roads) logistics turntable duisport acts as a hinterland node for the seaports and as a gateway for goods transport to Central Europe. In addition to goods handling (primarily merchandise in containers, import coal, iron/steel, mineral oil/chemicals) the logistics location offers numerous logistics services.

duisport – the company

Around 300 logistics oriented companies are based in the Port of Duisburg. In total over 20,000 jobs in Duisburg depend on the port, 45,000 in the region. Port induced investments made by companies at the location amount to more than 250 million euros a year.

duisport – the port Group

Duisburger Hafen AG is the holding and management company of the Port of Duisburg. The duisport Group, which the subsidiaries of Duisburger Hafen AG also belong to, offers full service packages in infra- and suprastructure including relocation management for the port and logistics location. Logistics services supplementing the portfolios of companies based in the port complete the Group's service spectrum. Thus the duisport Group sees itself as a partner of the logistics sector and makes its own contributions to optimizing transport chains to deliver to and from industry and retail.

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Infrastructure and suprastructure



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logport ruhr GmbH

logistics real estate in the Ruhr region
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Logistic services



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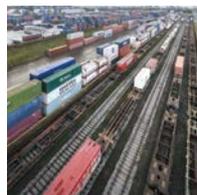
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duisport rail GmbH

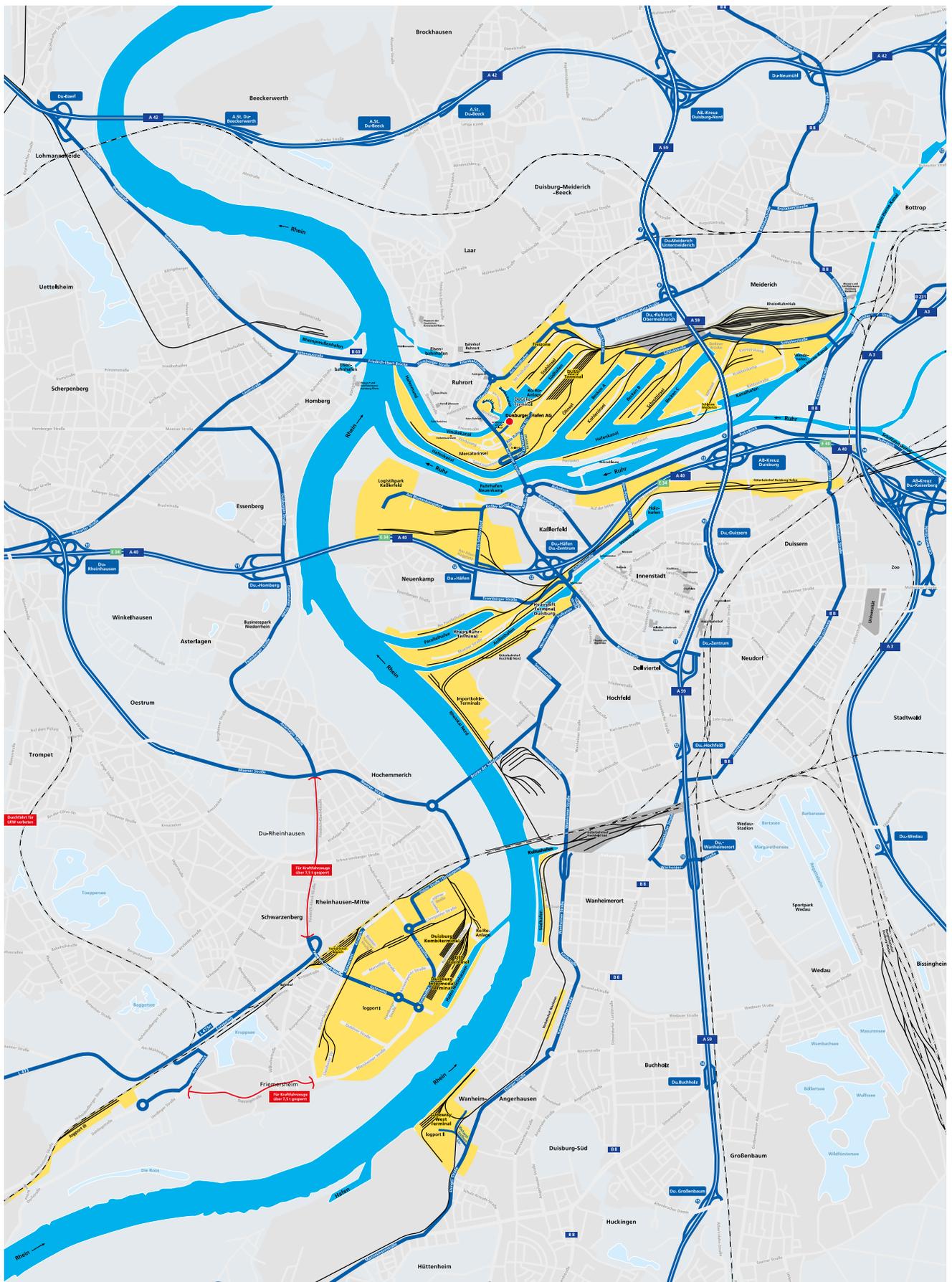
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